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The snows, and trains, of yesteryear

Winters aren't what they used to be. Regardless of what the meteorological records might say, that's a common perception. It's certainly true in a railroad context, if only because the trains aren't what they used to be. Modern diesels can power through snow that would have stymied a 2-8-2. Roller bearings are far superior to oil-filled journal boxes at keeping cars moving in bitter cold. A dispatcher can fire up a switch heater from hundreds of miles away, reducing the need for track crews with shovels and brooms.

In this, our first winter-themed issue, we offer several examples of how railroads once battled the elements. Frank Barry's words and photos [page 20] tell us what the last winter on the Rio Grande narrow-gauge was like. Jim Shaughnessy's 4-8-4 rides on the Central Vermont [page 40] illustrate the wisdom, and limitations, of "all-weather" cabs. Gordon Glattenberg was drawn to the spectacle of a great railroad's battle with a record snowstorm [page 56].

We hope you enjoy these and the other examinations of classic-era winter railroading in this issue.

Robert S. McGonigal

Classic-era railroading was more vulnerable to winter weather than today's industry is. In a mid-1940's scene, an Erie switchman stands in a tableau of snow, steam, and steel at Kent, Ohio.



Erie Railroad

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THE GOLDEN YEARS OF RAILROADING

Winter 2005 • Volume 6 Number 4

Cover Stories



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Chicago's record snowfall in 1967 didn't stop the trains



20

1963-64: Final winter for the Rio Grande narrow-gauge



40

Ride a CN 4-8-4 on the Central Vermont at 20 below zero



On the cover: Denver & Rio Grande Western Mikado 493 battles past the ice-covered Cresco tank on its way up Cumbres Pass in a Frank Barry photo. The date is February 25, 1964, during the last winter of narrow-gauge operation. See page 22.

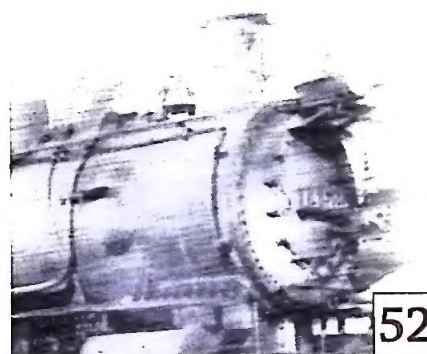


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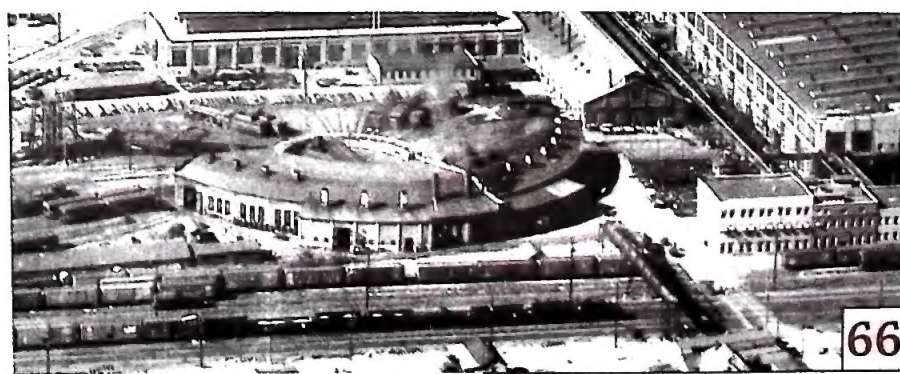
CP's Canadian ends a good visit to Dorval, Que.



A Reading 0-6-0 subs for a dead doodlebug



Santa Fe battles snow in Arizona in 1967



C&O's Huntington (W.Va.) locomotive facilities

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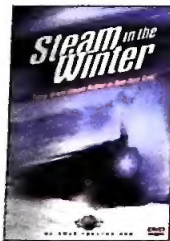
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Contributors

Frank Barry ["Final Winter for the Narrow-Gauge," pages 20-31] began photographing trains in 1946 at age 9. In 1949 his family moved to a house overlooking Pennsy's Belvidere-Delaware line in New Jersey, where he focused on E6s 4-4-2's. He left home for a Quaker boarding school in Iowa in 1951. In '59 he began a 40-year community development career with a volunteer stint in Mexico, where he worked for several years. He lived near active steam lines including D&RGW's narrow-gauge until 1967, when he began graduate study at Cornell University. He recently retired after 28 years at Cornell and still lives near Ithaca, N.Y. He has served on the National Association of Railroad Passengers' board of directors since 1985. Frank has also been president of the Empire State Passengers Association and writes regularly for its *ESPA Express* newsletter. He has photographed active steam in 20 countries, and his photos and articles have appeared in more than 40 publications, including *TRAINS*, various books, and newspapers. This is his first contribution to *CLASSIC TRAINS*.



Gordon Glattenberg ["Arizona Aftermath," pages 56-65] is a lifelong resident of Southern California who has been photographing trains on Kodachrome and its successors since 1955, combining photography with travel and hiking. His favorite areas are the deserts of the Southwest. He has a degree in mechanical engineering from Caltech and lives in Santa Clarita. This is his second *CLASSIC TRAINS* article, following "Trestles and Tunnels along the Border" in Fall 2003.

Kevin P. Keefe ["Pere Marquette: Bigger than It Looked," pages 16-19] was born in Chicago in 1951 but moved to Michigan at age 5, so he considers himself a true Michigander. A graduate of Michigan State University's School of Journalism, he worked at three separate daily newspapers in his home state in the 1970's. He came to *TRAINS* maga-

zine as an associate editor in 1987, then served as editor 1992-2000. He is now the publisher of *CLASSIC TRAINS* and other Kalmbach titles. Although he was not born until four years after the Pere Marquette Railway disappeared into the Chesapeake & Ohio, his latter-day PM credentials include three years skinning his knuckles on the boiler of PM 2-8-4 No. 1225 when it was displayed near MSU's Spartan Stadium.

George W. Hamlin ["One Day at . . . Dorval, Quebec," pages 72-77] lives in Fairfax, Va. This is his third *CLASSIC TRAINS* byline.

Bert Pennypacker ["Six-Wheeler versus Blizzard," pages 52-55] has been contributing articles and photographs to *TRAINS* and other publications for about 50 years. Bert lives in Philadelphia. This is his sixth story in *CLASSIC TRAINS*.

Jim Shaughnessy ["A Midnight Ride through Frozen Vermont," pages 40-45] is a licensed civil engineer and a longtime resident of Troy, N.Y. Since he began photographing railroads and other forms of transportation in 1947, he has amassed a collection of nearly 90,000 negatives and transparencies. He has been to most of the U.S. states as well as to Canada, Mexico, and 17 European countries to photograph trains. Jim received the Railway & Locomotive Historical Society's photography award in 1987, and was the subject of a "Great Photographers" profile story in our Fall 2001 issue. This is Jim's fifth article in *CLASSIC TRAINS*. ■



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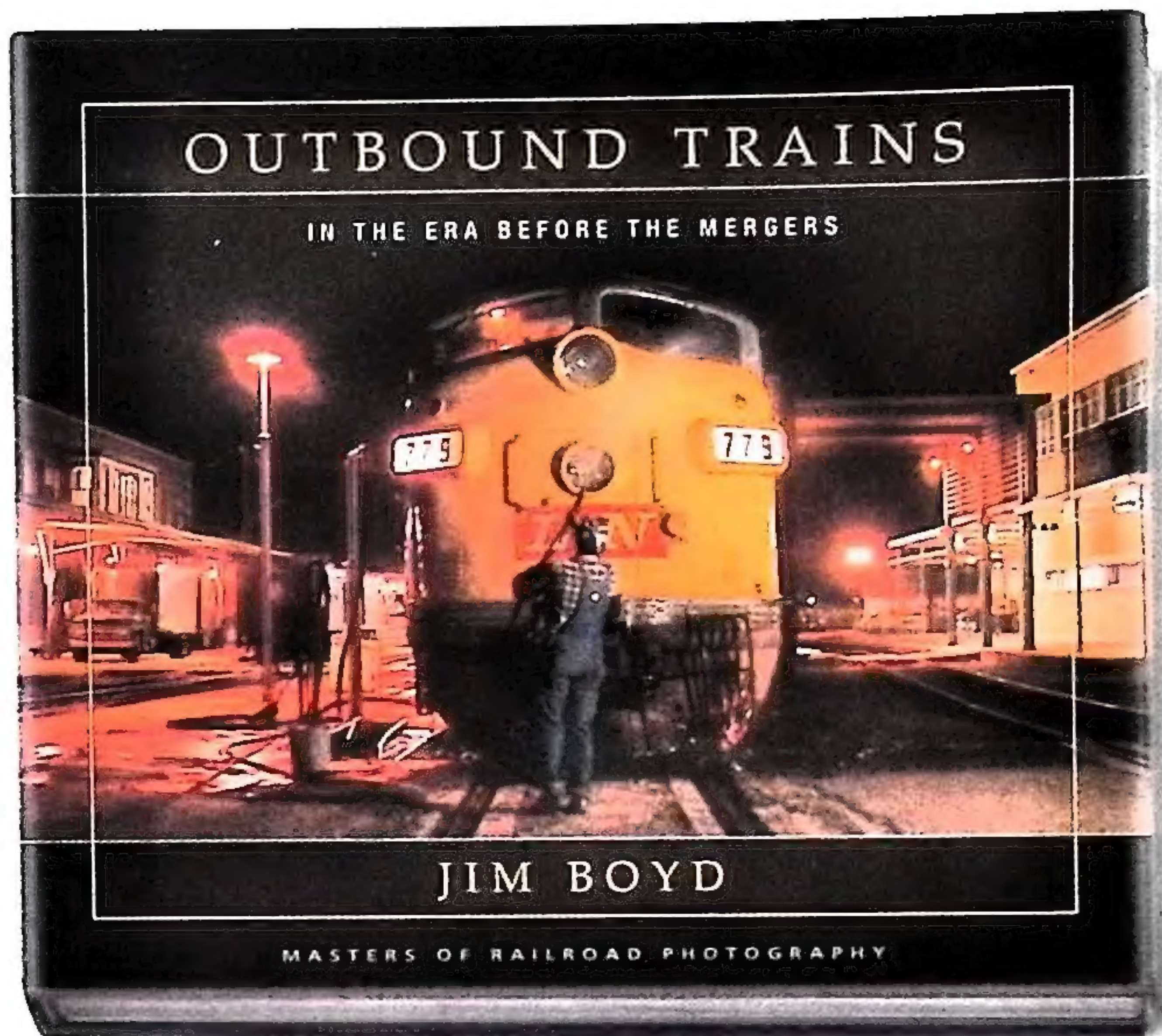
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Lonesome chariot in the Golden Empire

Behold here, in 1955, the lone Budd RDC on the mighty Southern Pacific, No. 10, an all-coach RDC1 version. In this photo at Albany, Calif., by William Harry, it is passing an eastbound steam-powered freight while running as train 229, a Sacramento-Oakland local, and therein lies a story. In the early '50's, SP had filed with the California Public Utilities Commission to drop all of its 8 to 10 round-trip local passenger trains on the route. PUC denied on a 3-2 vote. SP appealed, lost again, and then lost a third time, before the California Supreme Court. The PUC then directed that SP purchase and run an RDC on the route, substituting it for one or two steam-powered trains. Delivered for service on March 22, 1954, the car, equipped with reclining coach seats, bore Budd construction No. 5917. SP added the train number boards, conforming to its practice on locomotives. As train 229, the car left the state capital at 10:55 a.m. and terminated at Oakland Pier ("the Mole") at 12:54. Patronage helped prove the point that local passenger trains were obsolete

here, and the PUC allowed SP to drop all the locals on May 30, 1959. The RDC went to subsidiary Northwestern Pacific to handle the scenic daytime, triweekly *Redwood* between Eureka and Willits, Calif. (While on NWP, on October 7, 1960, the car was hit by a logging truck, and SP took six months to repair it, modifying the damaged end without a cab and controls.) The *Redwood* ended upon Amtrak's 1971 inception. The RDC was sold to Kyle Railways and wound up on its Oregon, Pacific & Eastern in excursion service, and in 1978 was sold to the Moody Foundation; it is displayed at the rail museum in Galveston, Texas. This scene at Albany, from the old U.S. 40 bridge, today—If viewed from the 1963-built Buchanan Street bridge here—would show Interstate 80 bridging over the railroad and Cleveland Street, then sweeping north to occupy the old U.S. 40 alignment by the motel at the far right. At left, today I-580 is on the right of way of what was then four-lane Hoffman Boulevard along San Francisco Bay.—David Lustig and Joe Strapac



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Bob Krone

South Amboy, 1956: Big Pennsy Sharks in freight colors were a rarity on passenger trains.

Those Summer Sharks

Jay Potter's "Summer Sharknoses" [pages 82-83 in "The Way it Was," Fall 2005] prompted me to locate this old slide [above] that I consider rare. Boyhood pal Jeff Melin and I had taken a midday train to South Amboy, N.J., on December 26, 1956, during our Hackensack High School Christmas vacation to photograph Pennsy's K4s Pacifics on the New York & Long Branch.

We were surprised to see these two Baldwin Sharks in the freight livery take over our train from the GG1. I've since read that they were among eight Pennsy de-rated to 1600 h.p. for freight duty, as Potter states. It was the only time I saw them on the NY&LB, and I've never seen another photo of them in passenger service, although Don Wood's shot of 5785 in the article appears to be at South Amboy engine terminal. They must have retained their steam generators, as I recall that day as being cold.

Bob Krone, Tucker, Ga.

Potter's article brought to mind my observation of a different type of Baldwin Sharknose in summer 1956. This was the year New York Central debuted the *Ohio Xplorer*, one of those lightweight unit trains that Robert Young was introducing to the public as a cost-saving operation, on the Cincinnati-Cleveland route. I was stationed in an office next to the tracks at Winton Place station in Cincinnati, where the train had a scheduled stop on its way north to Columbus and

Cleveland. At first glance, the train looked more like an amusement-park train than one for a 200-mile trip. The engine had the sharknose front with a new version of the NYC oval, and a large blue X on the nose in the words "The Xplorer." It was painted in colors more like Chesapeake & Ohio yellow and blue than any NYC scheme. The one trainset, an engine and nine cars, soon had problems, and sometimes it would be absent for days.

Geoff Doughty's book *New York Central Trains of the Future* told me it was necessary to put the whole train out of service for any one mechanical problem. The engine was not a diesel-electric but a hydraulic power system. The instructions on board were in German. Along with the GM Aerotrain, the *Xplorer* was soon taken out of service and forgotten.

Jim Sicking, Cincinnati, Ohio

Wrong way in Baltimore

The photo of the Baltimore & Ohio train on page 33 in "Electric Freight!" depicts an eastbound freight. This is the equivalent of northbound, as the line was designated as east-and-west.

The view is from Waverly Tower, at the eastern limit of the third-rail, looking west; the pipes linked to the switches are visible in the foreground. Camden Station was at the opposite end of the electrification; Mount Royal is about 3 miles to the west, and Bay View yard is 2 miles to the east. The "portal" in the rear is the Greenmount Avenue bridge.

The motors have cut off from the

freight and are heading into the pocket track. When they're clear, the tower operator will change the route to allow the freight to continue. Meanwhile the motors will change ends and reverse down the other track to Camden. The worst of the grade, and the worst curve on the line, is at Huntington Avenue, a half mile beyond Mount Royal. Consequently, the electrified territory went to Waverly, permitting an entire eastbound train to get off the grade before the motors were detached (they pulled only eastbounds). When the electrification was eliminated, Waverly ceased to have a purpose.

Ken Briers, Washington, D.C.

Good and longtime friends

My old friend Bob Malinoski ["War-time Day at Bound Brook," pages 48-49] was one of the great steam-to-diesel-era photographers and a meticulous record-keeper. I appreciate your presenting him to the readership. I first met him, and our mutual friend, the late Bob Collins, at Grand Island, Nebr., in October 1958, photographing the return to service of Union Pacific 4-8-4's. We then met at least once a year for train-chasing purposes for almost 40 years, until Bob Malinoski's health prevented travel.

Lloyd Stagner, Newton, Kans.

Sharp lenses offered early

I enjoy all your "Great Photographer" series articles, and "Thomas J. McNamara, a Color Action Pioneer," by Scott A. Hartley [pages 50-59], was no exception. I disagree with the author on 50mm lenses, though [page 55]—50mm f1.5 and f2.0 lenses had been offered since the 1930's on Contax and Leica cameras. The limiting factor was more the slow film.

Charles LeFlore, Weatherford, Texas

Aerial photos and steam rescues

What a pleasant surprise to open your Fall issue and see in "Bird's-Eye View," on pages 76-77, an aerial photo and caption on Santa Fe train 212, the *Tulsa*, 19 miles into its daily morning journey to Kansas City. I was raised in Bartlesville and lived 15 of my 91 years in Tulsa, so I was familiar with the train and used it frequently, including its first regular trip south as No. 211, on December 10, 1939.

Royce Craig of the *Tulsa Tribune* was one of the better photographers in the



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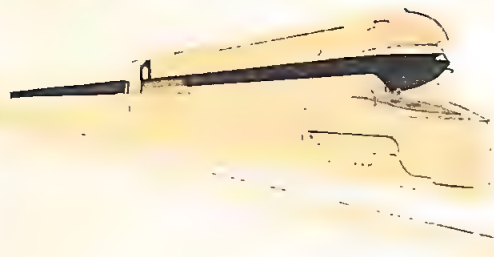
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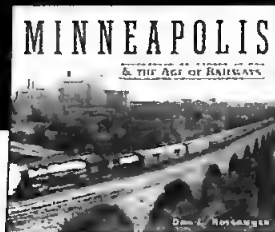
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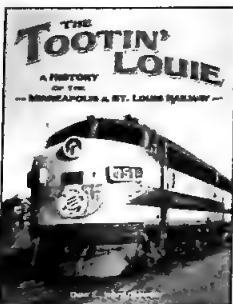
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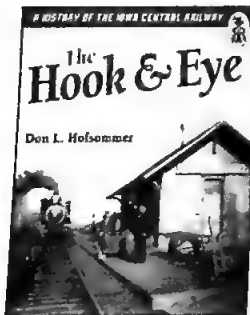
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MINNEAPOLIS

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city. He caught a rare appearance of steam on the train. I recall steam only once, in late September, 1945, two weeks before being discharged from my two-year service in the Air Force as a weather observer in the Middle East. At the end of a 21-day delay en route, I was on orders to report to Seymour Johnson (no relation) Air Force Base at Goldsboro, N.C. This involved taking the *Tulsa* to K.C., then Frisco's *Kansas City-Florida Special* to Birmingham, and on to Goldsboro via Atlanta and Charlotte. Torrential rains along the line to K.C. made Santa Fe fearful of high water, hence the steam engine. The threat never materialized.

Wilbur E. Johnson, Sugar Land, Texas

Training on Lake Michigan

In "Classic Year, 1942" [pages 80-81] is mention of the U.S. Coast Guard using six Pere Marquette steam-powered Lake Michigan carferries for training purposes. Indeed, my late father's World War II separation papers noted that he completed an eight-week steam-engineering course on a PM carferry that year.

Mike Carroll, Stevensville, Mich.

Power on the New York Central

May I pick a nit in an immensely readable issue? In "Electric Freight!" on page 34, the NYC caption reads "... also had 36 tri-power units (straight electric, diesel-electric, battery)." Well, yes and no. NYC's units, mostly of class DES-3, were not diesel-electrics in the ordinary sense. Their diesel engines were constant-speed. In non-electrified territory, with the engine running and the locomotive stopped, the diesel charged the unit's batteries via a generator. When moving with the diesel running, the traction motors received power from the batteries, a straight-battery operation with also input from the generator to the traction motors.

One of these machines was the first locomotive I rode, at age 12, with engineer Charlie Esposito in the yard at Yonkers, N.Y. You may hear that the batteries could be charged from third-rail power when running as a straight electric. Not so. Probably the best source of information about these engines, and their counterparts on the Lackawanna and Rock Island, is John F. Kirkland's *Dawn of the Diesel Age* (Interurban Press, 1983).

Robert J. Powers, Shreveport, La.

Our "fastest things"

William Benning Stewart ["Fastest Thing on Earth," pages 20-21] deserves credit and praise for bringing back to life in moving detail something most of us remember well, the "glory days" of standing at trackside for the passage of that one train each of us revered as the "Fastest Thing on Earth." I grew up on Long Island 50 years ago, and although the Long Island Rail Road never promoted "High Speed Service" as did NKP's cabooses, its herald did proclaim "Route of the Dashing Commuter."

My "Fastest Thing" candidate was an elusive weekday parlor-car train, unprecedented in the third-rail suburbs where we lived, that I patiently waited for every day after school. This was in the late '60's when LIRR had as parlor cars a colorful array of former New Haven, PRR, and Kansas City Southern stock. Train 9 left Montauk shortly after noon with a short consist of these lightweights, and sometimes one or two of the heavyweights they would replace. Braced against a signal pole, I noted every detail possible as the train flashed by in swirling dust, the Nathan air horn on its Alco C420 blaring away. It was over in less than a minute, but the memory will endure a lifetime.

Ed Frye, Santa Clarita, Calif.

Another hometown connection

I was stunned when I came across "The Lonesome Pine Special's Journey into History," by Ed Wolfe [pages 22-29], for now you have published articles on the two places in the world that I would call "home" [see "Fast Mail" in the Fall issue for comments on the Tennessee Railroad.—ed.]. My mother was born and raised at Rye Cove, Va., and I spent a lot of my growing years in that valley. My mother's farm home was 4 miles from the Natural Tunnel, and as a teen, perhaps age 15, she would ride a horse and lead another to meet her dad at the tunnel, at night, when he'd come home by train from Richmond, where he served in Virginia's legislature. As a teen myself, I looked forward to Taylor family reunions, which many times were held at the picnic area at the Natural Tunnel, which you could reach on a trail.

Regarding the tornado whose victims the *Special* waited for at Clinchport in the photo on page 25, my mother's sister,



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Fast Mail

my Aunt Jane, was in that storm. She was teaching school, getting ready to have play practice on the stage, when two students ran to her warning of "a terrible storm coming." With that, the building just exploded. Many students were carried long distances and died. My aunt, badly injured, was taken to the hospital in Abingdon, and had a long recovery.

Another aunt and her husband taught in Clinchport for a time and then at Rye Cove, where my uncle was high-school principal for years and Aunt Jane taught English and French for 45 years. When I read about the author ["Contributors," page 7] I realized the names Fannon and Flanary among those who helped him, are Rye Cove family names. They may have been taught by my aunts—my Aunt Agnes taught 6th grade there "forever."

Nancy Jane Blair, Atlanta, Ga.

The song "Lonesome Pine Special" [page 24] was written not by A. P. Carter but by his wife, Sara. The statement that the Carter family "most likely took the train into Bristol for their first recording session" is incorrect. Dr. Charles K. Wolfe, country music scholar at Middle Tennessee State University, says they drove. The Carter homeplace hamlet was Maces ("Macy's") Springs, not "Mace."

Michael J. Gleason, Mendota, Ill.

Fall foibles (corrections)

• Pages 30-31, Great Northern's 10 Z-1 box-cab electrics were from Baldwin-Westinghouse, not General Electric.

• Pages 65-67, Buffalo chart: 16 *Ohio State Limited* drops two cars for Boston, to 98 *Paul Revere* (not 8 *Wolverine*), gets five from Toronto, is off in 14 minutes for New York; 12 *Southwestern Limited* diner terminated at Buffalo, not to 28; Niagara Falls-New York car off 248 (not 12), onto 8 (not 26 *20th Century Limited*); Buffalo-Albany sleeper added to 98.

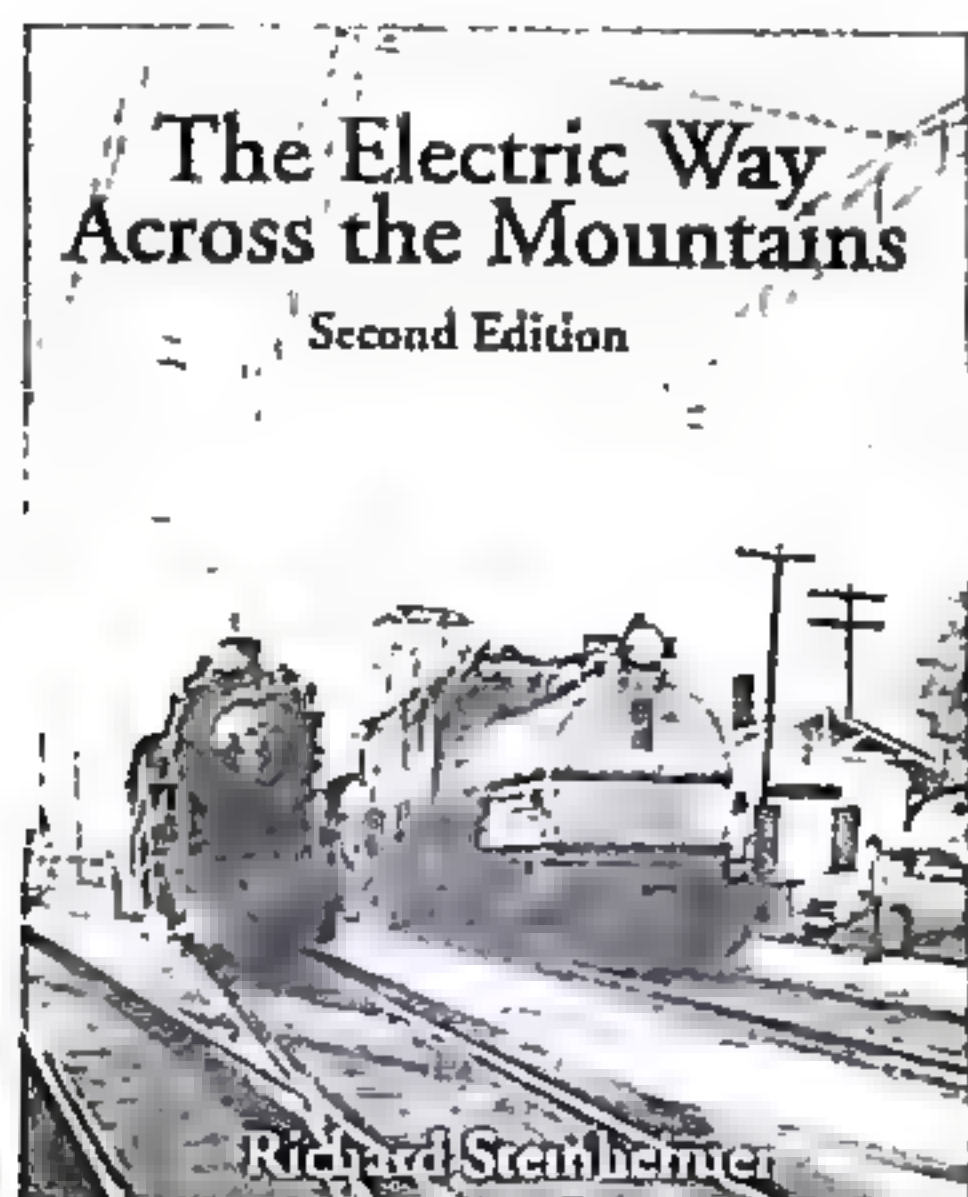
• Page 81, Nashville, Chattanooga & St. Louis' 4-8-4's 570-579 were known as "Yellow Jackets"; 580-589 were "Stripes."

• Page 86, the *Lackawanna Limited* pictured was train 3, not train 1.

• Page 88, Erie Lackawanna E8 810 was not renumbered; Lackawanna's E8's were 810-820, and Erie's were 820-833, so DL&W 820 became EL 809.

• Page 92, The Powell-Hyde cable car line opened April 7, 1957, not in 1958. ■

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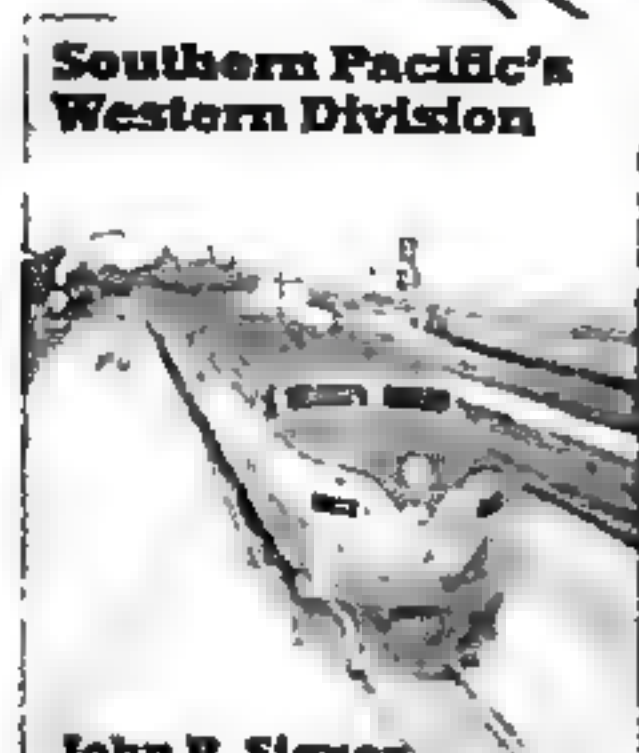


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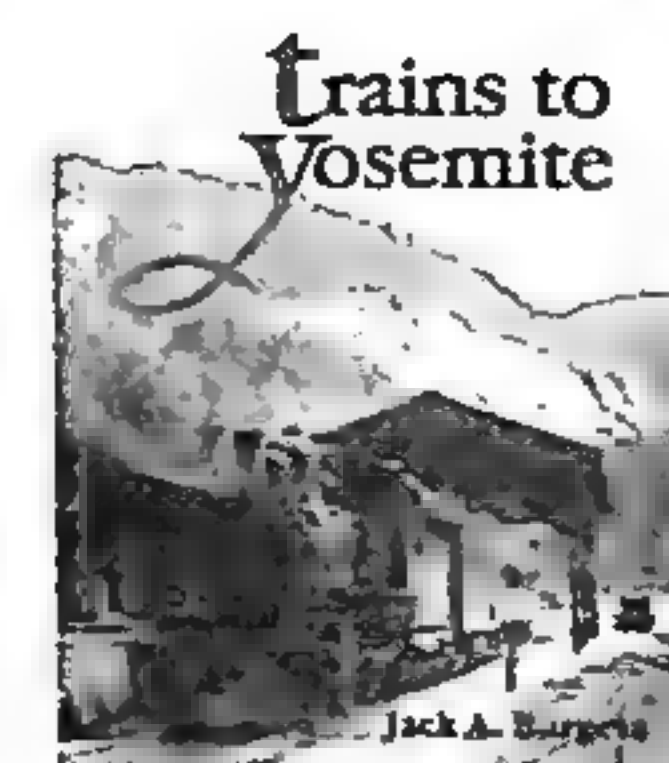
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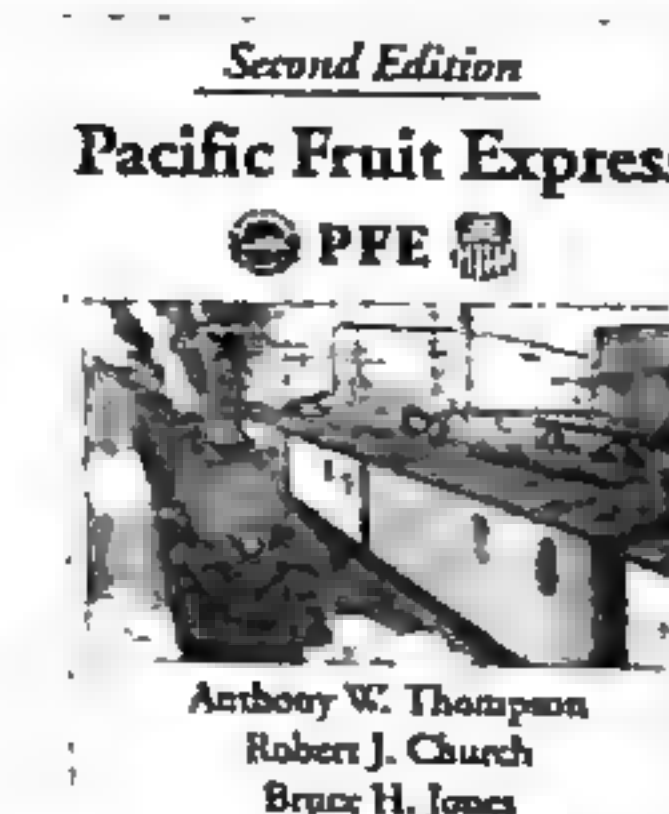
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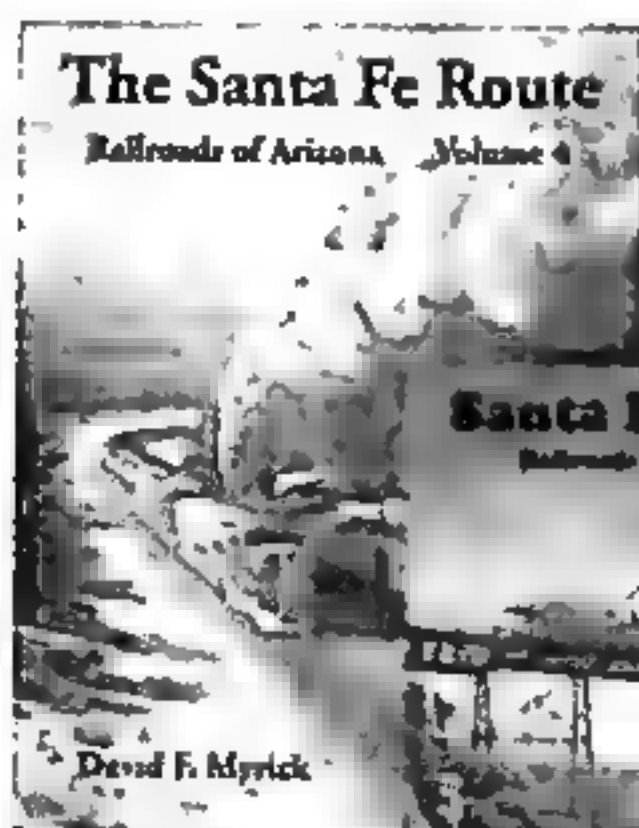


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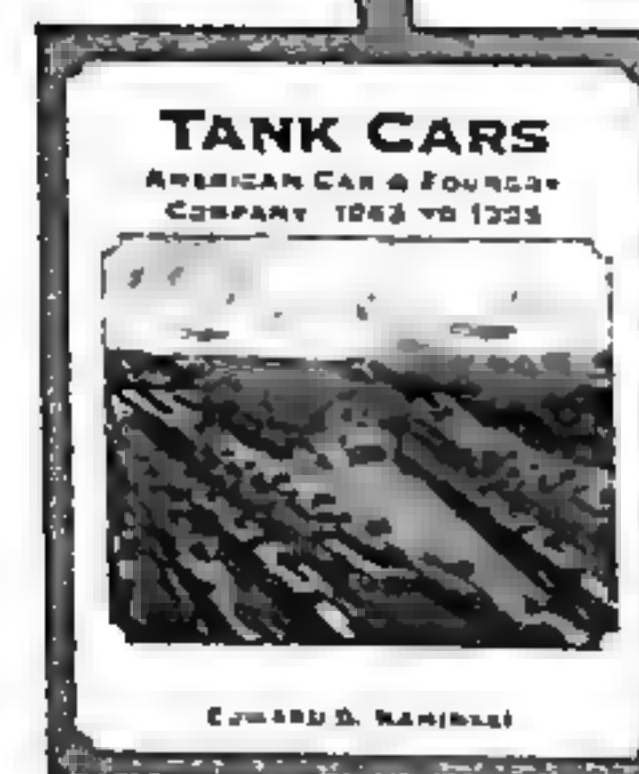
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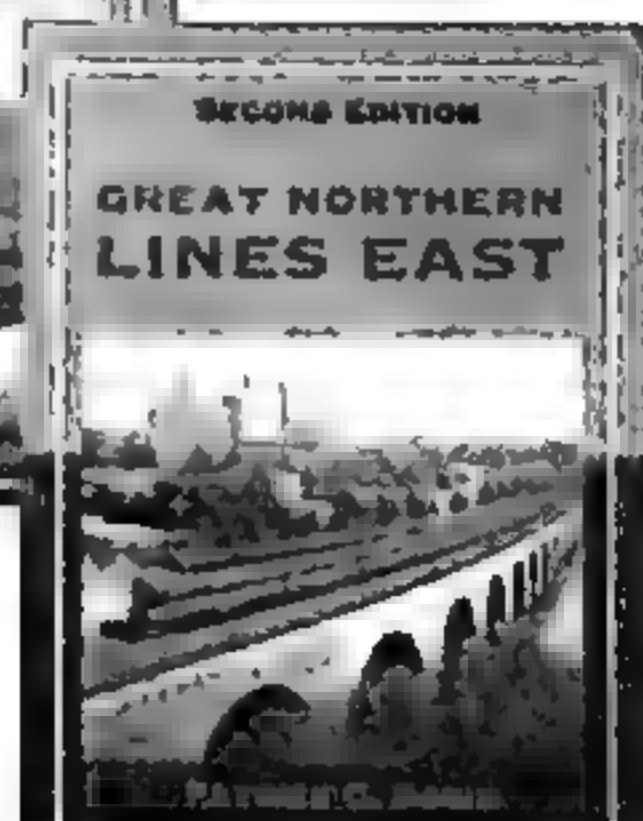
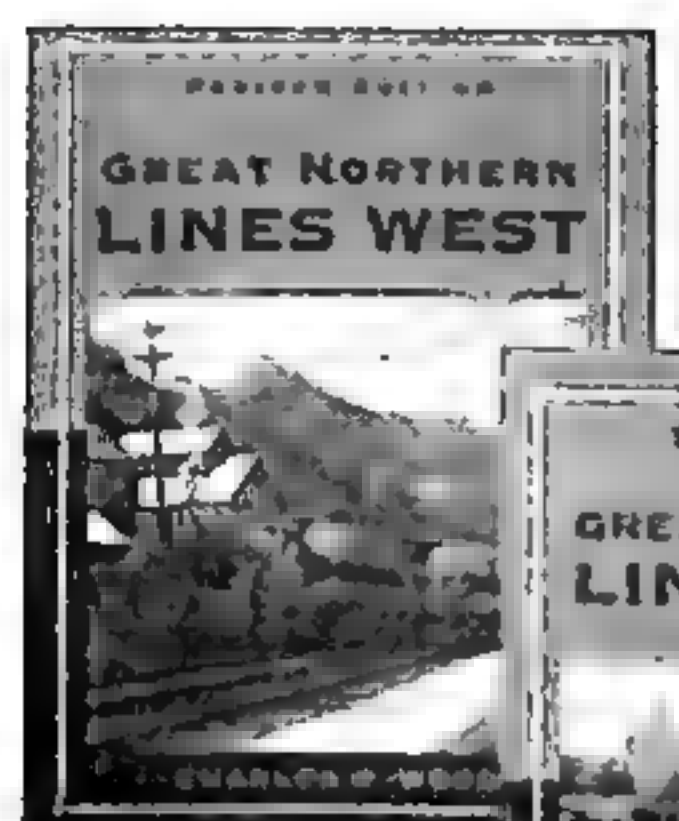
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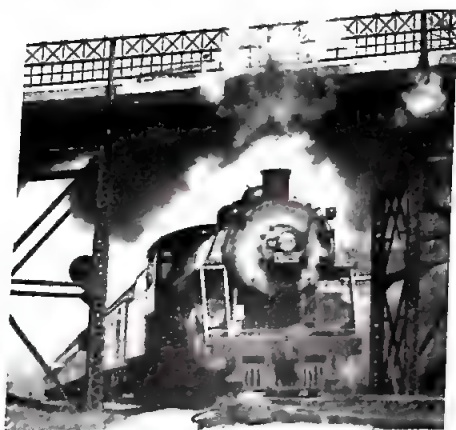
Pere Marquette: Bigger than it looked

My quirky, colorful beachcomber railroad was a heavy-duty property

When I first encountered the former Pere Marquette Railway as a boy in southwestern Michigan in the late 1950's, I never realized what a powerhouse it had been. My lazy summers were interrupted by frequent trips to the Lake Michigan beaches south of St. Joseph, but as much as I loved hiking the great dunes and horsing around in the surf, for me the highlight of our trips was staring out the window of Dad's Plymouth Belvedere, hoping to glimpse a nifty blue-and-yellow streamliner streaking alongside the Red Arrow Highway.

I didn't yet know this was the old PM, for the side of the train was lettered "Chesapeake & Ohio." Still, to me, it was exotic: a quiet, single-track railroad wandering through sandy resort country, quite different from the imperious, double-track New York Central that bisected my hometown of Niles, 35 miles away.

Years later, I learned that my beachcomber railroad was a heavy-duty property, as much a part of Michigan's muscular industrial scene as NYC, Grand Trunk Western, or any other carrier. PM had been a critical artery in the automobile business, linking the booming blue-collar cities of Detroit, Flint, Lansing, and Toledo. It brought mass quantities of parts and raw materials to the factories of Ford, General Motors, and Chrysler, and took from them an endless stream of finished cars and trucks. Its flashy postwar namesake passenger trains reignited the streamliner era, and once upon a time, PM fielded a fleet of very special steam locomotives.



W. W. Styles

Near the beaches of the author's youth, 4-6-2 728 leaves St. Joseph with train 3 in March '47.



Dave Wallace photo; Al Chione collection

Two E7's, just months old, stand outside the trainshed of Chicago's Grand Central Station, ready to depart for PM's hub of Grand Rapids, Mich., with train 6, on June 21, 1947.

C&O's formal acquisition of the Pere Marquette in 1947 did more than help usher in the postwar merger era; it also closed the book on a railroad with a colorful and quirky history. PM was created in 1900 by the consolidation of three roads: Flint & Pere Marquette; Detroit, Grand Rapids & Western; and Chicago & West Michigan. ("Pere Marquette," or "Father Marquette," was a destination for the F&PM; today we know the place as Ludington. Jacques Marquette, the French missionary and explorer, died and was buried here in 1675, and the name Pere Marquette had been given to the inlet lake off Lake Michigan, the river that feeds into it, and an 1847 community there.)

All three carriers had roots in the lumber industry, so the new Pere Marquette Railroad not only connected important Michigan cities, it also operated a branchline network covering much of the state's Lower Peninsula. PM's early corporate history was chaotic, marked by receivership and ownership changes. The Cincinnati, Hamilton & Dayton acquired PM in 1904 and for a time leased it to various parties, includ-

ing the Erie. Thus did Baltimore & Ohio briefly control the PM through its ownership of the CH&D. When Pere Marquette came out of a receivership in 1907, it would be for only five years.

Those early, troublesome times, however, were marked by two strategic steps forward. One was the chartering of the Pere Marquette of Indiana, which built from New Buffalo, Mich., southwest to Porter, Ind., allowing PM to reach Chicago, via trackage rights on the Lake Shore & Michigan Southern (NYC). The second was the lease of the Lake Erie & Detroit River Railway, pushing PM eastward from Walkerville (Windsor), Ontario, to St. Thomas, thence to Suspension Bridge (Niagara Falls), N.Y., via rights on Michigan Central affiliate Canada Southern, and on to Buffalo on the NYC. Patched together as they were, these additions allowed PM to position itself as a Buffalo-Chicago bridge carrier.

For shippers who preferred to avoid Chicago, PM offered a route from Toledo to three ports in Wisconsin via Lake Michigan carferries that began sailing out of Ludington in 1897. The ferries became romantic trademarks of the Pere

By Kevin P. Keefe

Marquette. Operated in a first-class manner for passengers, the boats carried a respectable amount of rail freight traffic for decades until their importance faded in the 1970's. Today's S.S. *Badger*, introduced by C&O in 1953 and now operated between Ludington and Manitowoc, Wis., by a private firm for passengers and motor vehicles only, is the last remnant of PM's halcyon carferry era.

The modern PM came of age in 1917 when it was incorporated as the Pere Marquette Railway. With automotive manufacturing poised to explode, PM was in a great position to assert itself as an important Midwestern carrier. Its strategic location attracted the Van Sweringen brothers of Cleveland, who controlled a vast empire that included C&O, Erie, and Nickel Plate. The "Vans" saw PM as a natural link for coal into Michigan off the C&O, so in 1924 they took control of it. With that, interchange off C&O's Hocking Valley in Toledo became PM's largest traffic source. The Interstate Commerce Commission approved C&O's outright control of PM in 1928.

PM solidified its hold on the northwestern Lower Peninsula in 1931 by taking control of neighboring short line Manistee & Northeastern. The M&NE, which dated from 1887, reached up to Traverse City and the Leelanau Peninsula, and PM combined portions of its and M&NE's lines. C&O would not formally merge with the M&NE until 1955.

Joining railroading's "big leagues" in the 1930's forced Pere Marquette to take a long look at its motive power. With its lumber-industry roots and perennially poor financial condition, the road had a locomotive roster full of soon-to-be-obsolete USRA-era 2-8-2's and 2-10-2's. Trains were short, yet doubleheading was common. It was the kind of roster you'd expect on a low-volume Great Plains granger, not a Great Lakes heavy hauler.



The motive-power experts at PM's Wyoming Shops in suburban Grand Rapids decided to crank up the muscle. They settled on one of the iconic locomotives of the emerging Super-Power era: the 2-8-4 Berkshire, as prescribed by the Advisory Mechanical Committee, a group with representatives from all Van Sweringen roads. Lima Locomotive Works got the first order, for 15 1200-series N-class 2-8-4's, and delivered them in 1937. Subsequent Berk orders, also from Lima, came in 1941 (12 N-1's) and 1944 (12 N-2's).

With their clean, classic appearance and size, the Berks soon became the symbols of the railroad, helping PM put aside its reputation as a 19th-century logger and resort passenger hauler. But it was still the PM—watchful over every dollar. Although the 1200's were roughly the equivalent of their Nickel Plate S-class cousins, concessions by the budget-conscious PM included built-up frames instead of one-piece castings, plain bear-



James R. Stiefel

At 9:50 a.m. June 24, 1950, at the old Trowbridge Tower in East Lansing, Berkshire 1229 eases across the GTW diamonds and enters the siding to meet train 3, a *Pere Marquette* streamliner.

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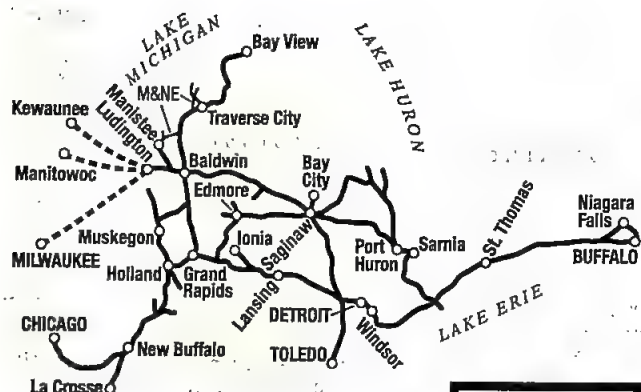
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Fallen Flags Remembered



Bigger than it looked: This map, from a 1944 PM timetable, shows the roughly 600-mile breadth of the system (Wisconsin to Buffalo).



Pere Marquette Railway

PM's Lake Michigan carferries were a romantic icon. The *S.S. City of Midland 41* loads at Manitowoc on her maiden voyage, March 12, 1941.

ings instead of roller bearings, and simple Standard MB stokers instead of the newer Duplex model.

While the sterling reputation for the Lima Berkshire was most prominently linked to NKP's engines, PM's near-duplicates met the standard. The 2-8-4's gave PM a reliable, high-horsepower locomotive capable of moving heavy tonnage on demanding schedules over a gently rolling main line. This drive toward PM's first truly modern locomotives was fueled not only by the demands of the automotive business, but also by its growing overhead traffic, which moved mainly between the Erie and NYC to the east and western connections in Chicago.

The ability to run fast freight was critical for the bridge traffic. Case in point: trains 40 and 41, the *Overnighter*, a high-priority Chicago-Detroit service inaugurated in 1939. It hauled the usual mix of through cars and carload freight, but is also was scheduled to compete with trucks in the less-than-carload (LCL) market, offering pre-dawn delivery in either city for freight delivered by late afternoon. The delivery times nearly matched those of express shipments carried on PM's passenger trains. The service was promoted heavily, including by ads in passenger timetables, and it was all possible because of the 2-8-4's.

Pere Marquette's passenger trains had been making do with smaller power, mostly 27 light Pacifics from Baldwin and Alco (Brooks) during 1910-21. Most of the timetable was full of short, speedy

day trains linking Chicago, Grand Rapids, Saginaw, and Detroit, trains such as the *Furniture City Special*, *Peninsular*, and *Business Man's Special*—hardly the stuff of legend, but memorable to Michiganders just the same. Only the seasonal *Resort Special*, which brought Chicago vacationers to the northern resorts of Traverse City and Petoskey, gained any real notoriety.

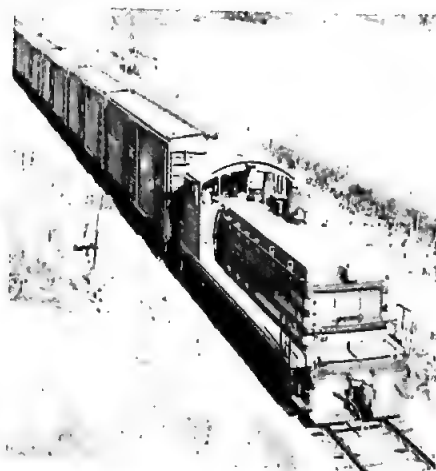
As the postwar era began, PM turned things up. The Van Sweringen roads had been acquired by financier Robert R. Young, who had a taste for trendy new passenger trains, exemplified by C&O's erstwhile *Chessie*. For a conservative road like PM, what came next was a radical departure: two diesel-powered, yellow-and-blue trains called the *Pere Marquettes*. The railroad billed them as "the nation's first postwar streamliners."

Even now, nearly 60 years later, the *Pere Marquettes* impress. In their original 1946 configuration, they were matched, gleaming, seven-car Pullman-Standard coach trains, each behind a new E7A, Nos. 101 and 102, built in June 1946. The first two trains ran between Grand Rapids and Detroit, then fleet expansion also put them in Grand Rapids-Chicago service. The cars were nice, of course, but what was most remarkable about the *Pere Marquettes* was the near flawless performance of the E7's (including Nos. 103-108 of 1947). Frugal PM set out to protect a demanding schedule with as few trainsets as possible, and the redoubtable E's did the

trick. Suddenly, the low-profile PM was marked by the bold swashes of color on E7's awaiting departure from Detroit's riverfront Fort Street Union Depot and Chicago's Grand Central Station.

Alas, the colorful trains were the railroad's last big statement as an independent. As World War II ended, Young and his lieutenants in Cleveland were already planning C&O's absorption of PM, which occurred on June 6, 1947.

In the ensuing years, the rectangular PM logo would largely disappear from view, although its eventual 12 E7's wore the script "Pere Marquette" train name, along with C&O identification, into the mid-1950's, thanks to equipment trust



Richard Pedler

Still in full PM livery in 1951, NW2 59 ambles into Grand Haven on its run from Muskegon to Holland with a train of Norge refrigerators.

restrictions. PM's three GE 70-tonners of 1947 were sold, but a few of its 16 EMD switchers (SW1's 10-11 of 1939 and '42, NW2's 50-64 of 1943-46) carried PM lettering into the 1960's, and C&O kept PM's color pattern of yellow front-end bands with red pinstriping on a blue body on 11 more EMD's of 1948 that came fully lettered C&O: NW2's 1850-1856 and E7's 95-98. (Remarkably, 1942 SW1 No. 11 is preserved, in its original black, at the B&O Railroad Museum.)

As for the famous Berkshires, they, along with all of Pere Marquette's steam locomotives, were retired by 1951. Eleven found a temporary reprieve on C&O's Chesapeake District in Kentucky and West Virginia, but only for a few months. Two, 1223 and 1225, survived as display items in Michigan, and as a student at Michigan State University, I became involved with the restoration of the 1225, which today occasionally operates on excursions.

Perhaps it's fitting that the Pere Marquette's last equipment order as an independent railroad was in 1947 for six of EMD's 1500 h.p. BL2 "branchline" diesels, Nos. 80-85. Chosen to negotiate PM's web of secondary lines—most of them rooted in the road's origins as a logger—the homely diesels were as quirky and as singular as the PM itself. Pointedly, even though they sported the "speed striping" as found on the E7's, the BL2's were delivered in full "Chesapeake & Ohio" lettering. ■

Pere Marquette fact file

(Comparative figures are for 1929 and 1945)

Route-miles: 2241; 1949

Locomotives: 388; 283

Passenger cars: 281; 113

Freight cars: 16,405; 14,335

Headquarters city: Detroit, Mich.

Notable postwar passenger trains: *Pere Marquettes*

Special interest group: Pere Marquette Historical Society, P.O. Box 422, Grand Haven, MI 49417-0422; www.pmhistsoc.org

Recommended reading: *Pere Marquette Power*, by Art Million and Thomas W. Dixon Jr. (Chesapeake & Ohio Historical Society, 1984).

Source: *The Historical Guide to North American Railroads* (Kalmbach, 1999).



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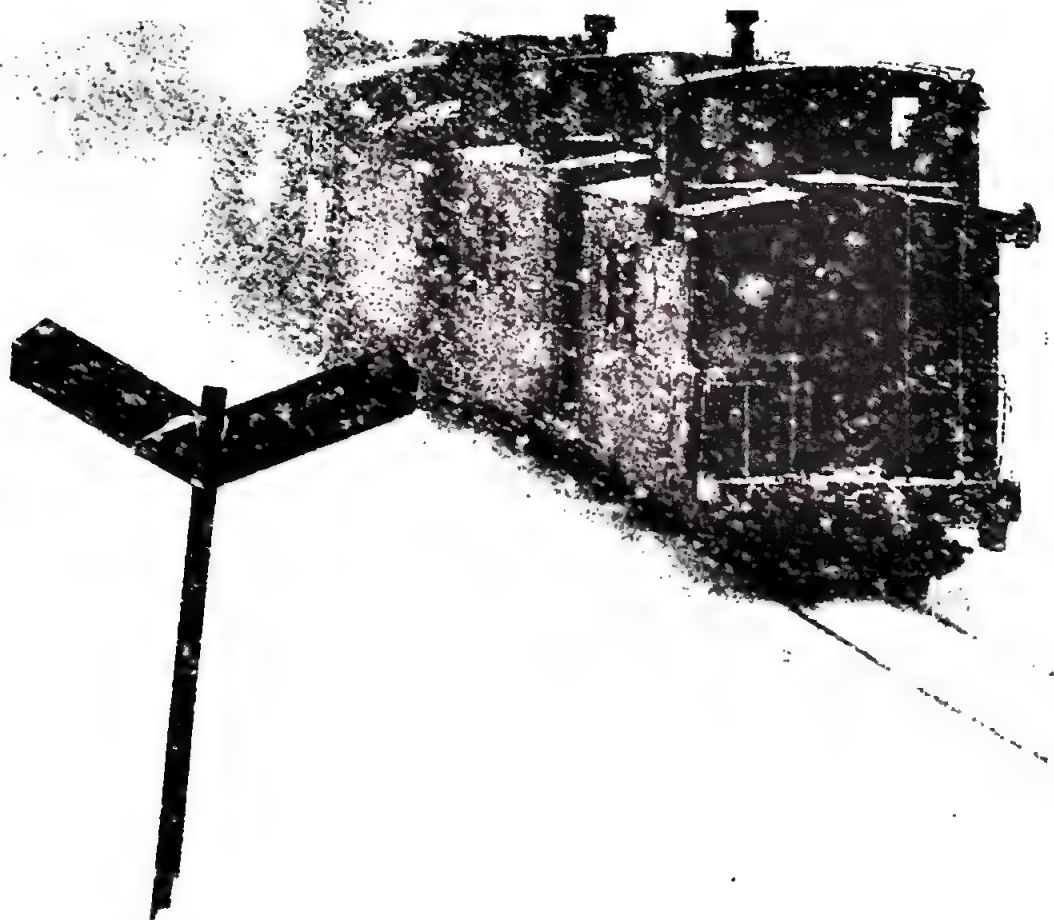
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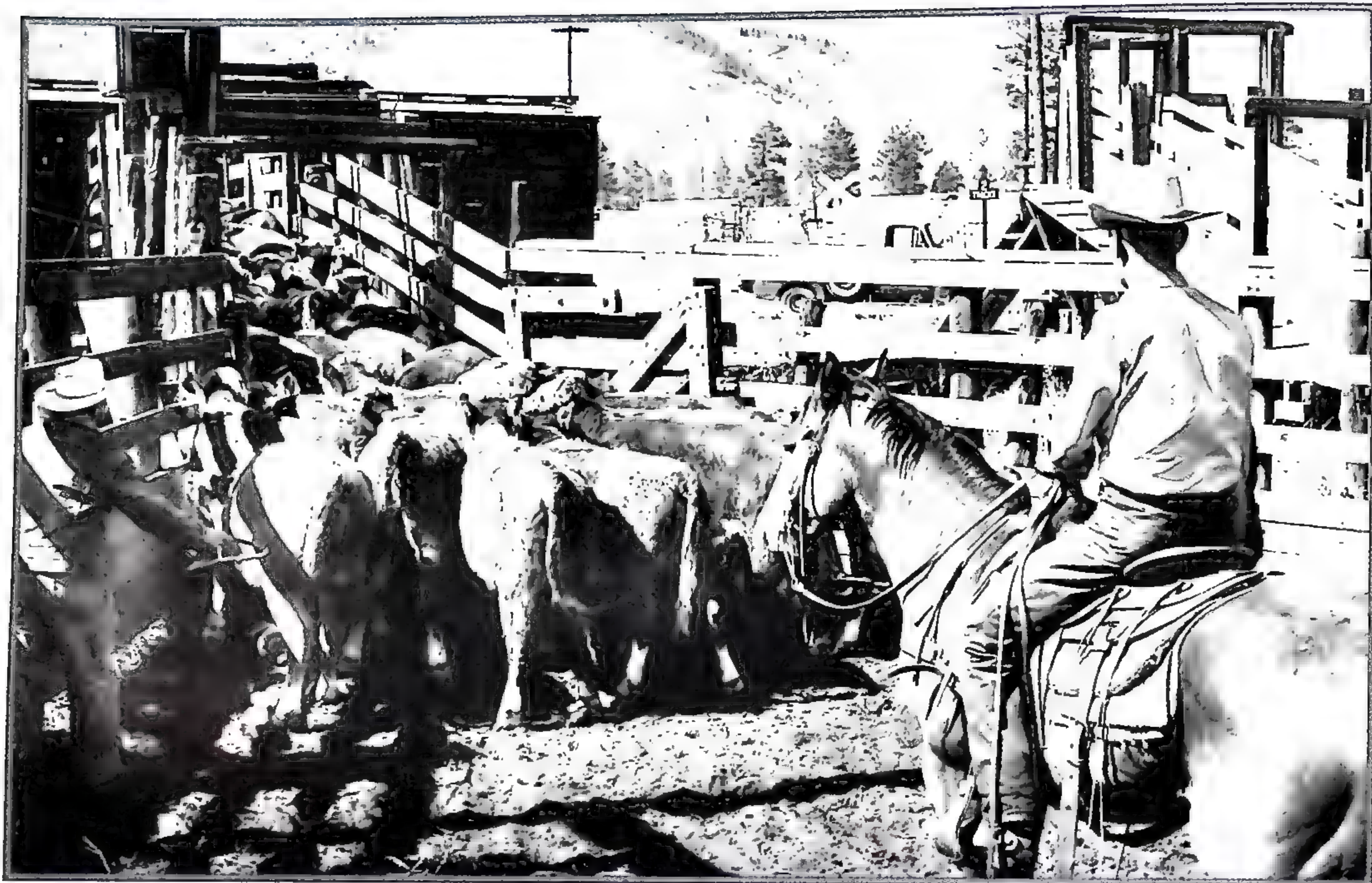


winter for the narrow-gauge

A Peace Corps assignment in northern
New Mexico put a photographer in
position to record American steam's
last great battle against snow

By Frank Barry • Photos by the author

Rio Grande Mikados 493 and 498 pass the Chama yard-limit sign as they leave town to fight snow on Cumbres Pass. Between the engines is a flanger, while bringing up the rear is an extra caboose for track workers, who may be needed for shoveling. The date is February 25, 1964, during the last full winter for D&RGW narrow-gauge operations.



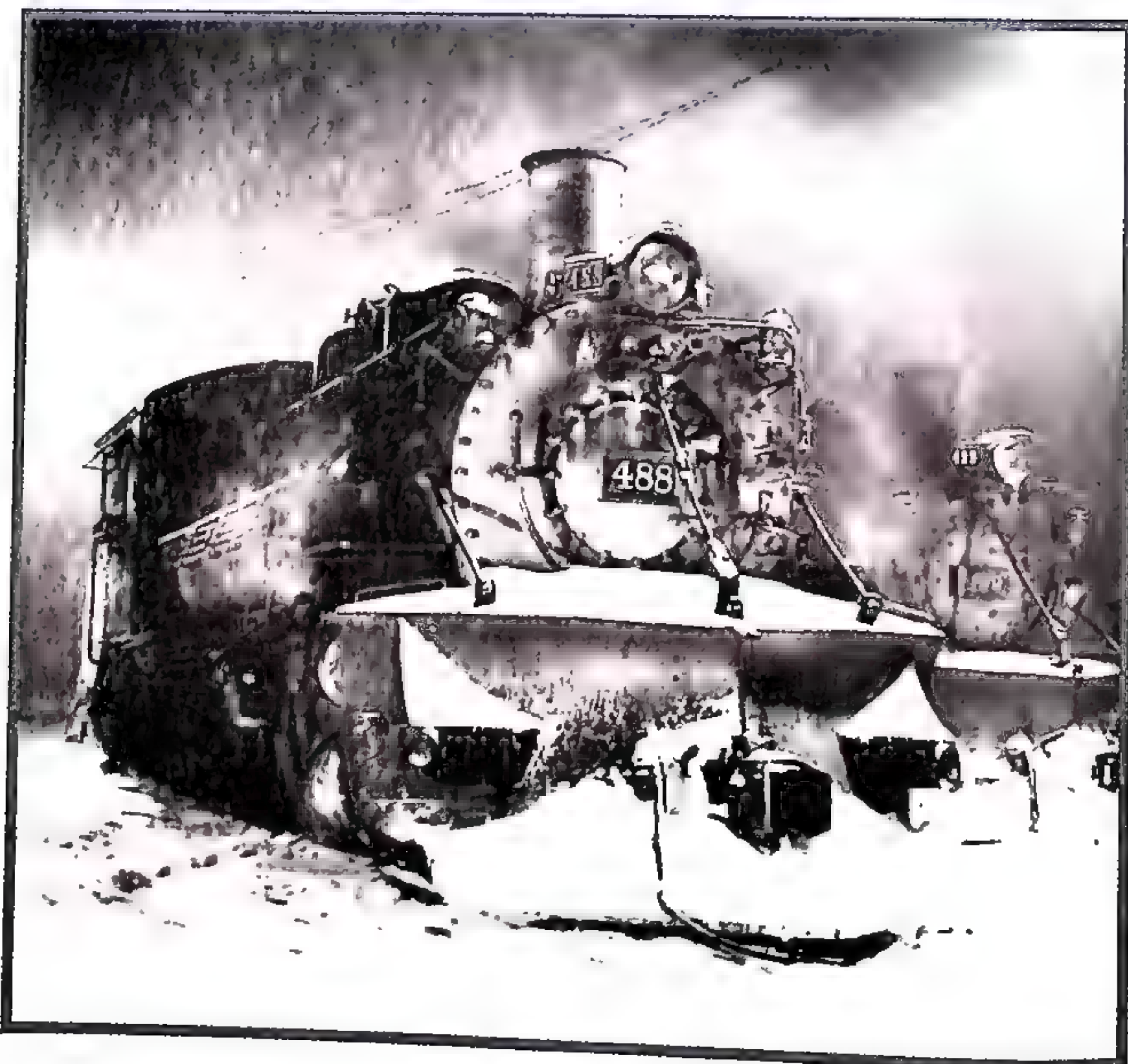
In October, before the snows came to the Colorado-New Mexico state line region, cattle is loaded aboard stock cars at Chama for the trip east. During the fall cattle rush, cowboys herded steers right down the town's main street to the stock pens.

I arrived in Albuquerque in February 1963 to begin my first paid job, as a trainer for Peace Corps volunteers bound for Latin America. I had convinced Peace Corps officials that I was eminently qualified, having recently returned from two years of volunteer work with a Quaker service organization running a well-drilling rig in Mexican villages.

In March, the University of New Mexico Peace Corps Training Center established a field office in Taos and offered villages in northern New Mexico university assistance for their own community-improvement projects in return for helping to train the volunteers.

Five localities accepted the offer, and a community-development trainer was assigned to each. Four were Hispanic communities near Taos, and the fifth was Chama, 120 miles northwest—which happened to be the midpoint of the only remaining long-distance steam railroad operation in the U.S., the Denver & Rio Grande Western's 250-mile, 3-foot-gauge line between Alamosa, Colo., and Farmington, N.Mex., via Durango, Colo., where the Silverton branch diverged.

My offer to take Chama was accepted—although I don't know whether my boss ever knew why I volunteered for the outermost site. When I arrived there



The winter's first snow settles on Nos. 488 and 499, simmering outside the Chama enginehouse on November 21. Earlier, the pair brought a 33-car freight over from Alamosa. Large plows were added each fall to help the Mikes get through the snow.

Standing in knee-deep snow just west of Coxo on December 11, author Barry photographed K-36 487 shoving hard on a Cumbres turn out of Chama. The Mikado's cone of gray smoke formed an interesting counterpoint to the snow-covered trees surrounding it.



in April during the spring thaw, piles of snow sat melting in front of houses after sliding off steep roofs. Winter must be tough here, I thought. I rented a small house on the north edge of town a block from the Rio Grande yard. In July, I returned east to marry Barbara Imm of Lancaster, Pa. Our honeymoon consisted of driving back in my first car, a Volkswagen beetle purchased two days before the wedding, and camping and photographing steam short lines along the way. That one-bedroom cottage in Chama became our first home.

By then the Rio Grande was running just one or two freights a week in each direction, each run taking two or three days. Normal procedure was to send a train to Chama from Alamosa and Durango on the first day. Both trains would reach Chama about dark, or later, and the crews would rest overnight at the Foster Hotel. The Durango crew would get home by the second night, but the Alamosa crew usually spent the second day ferrying cars up the 13-mile grade to Cumbres—usually making two turns before tying up for the night. On the third day, they took remaining cars to the top, picked up the cars left there the day before, and completed their run down the gradual slope to Antonito and Alamosa.

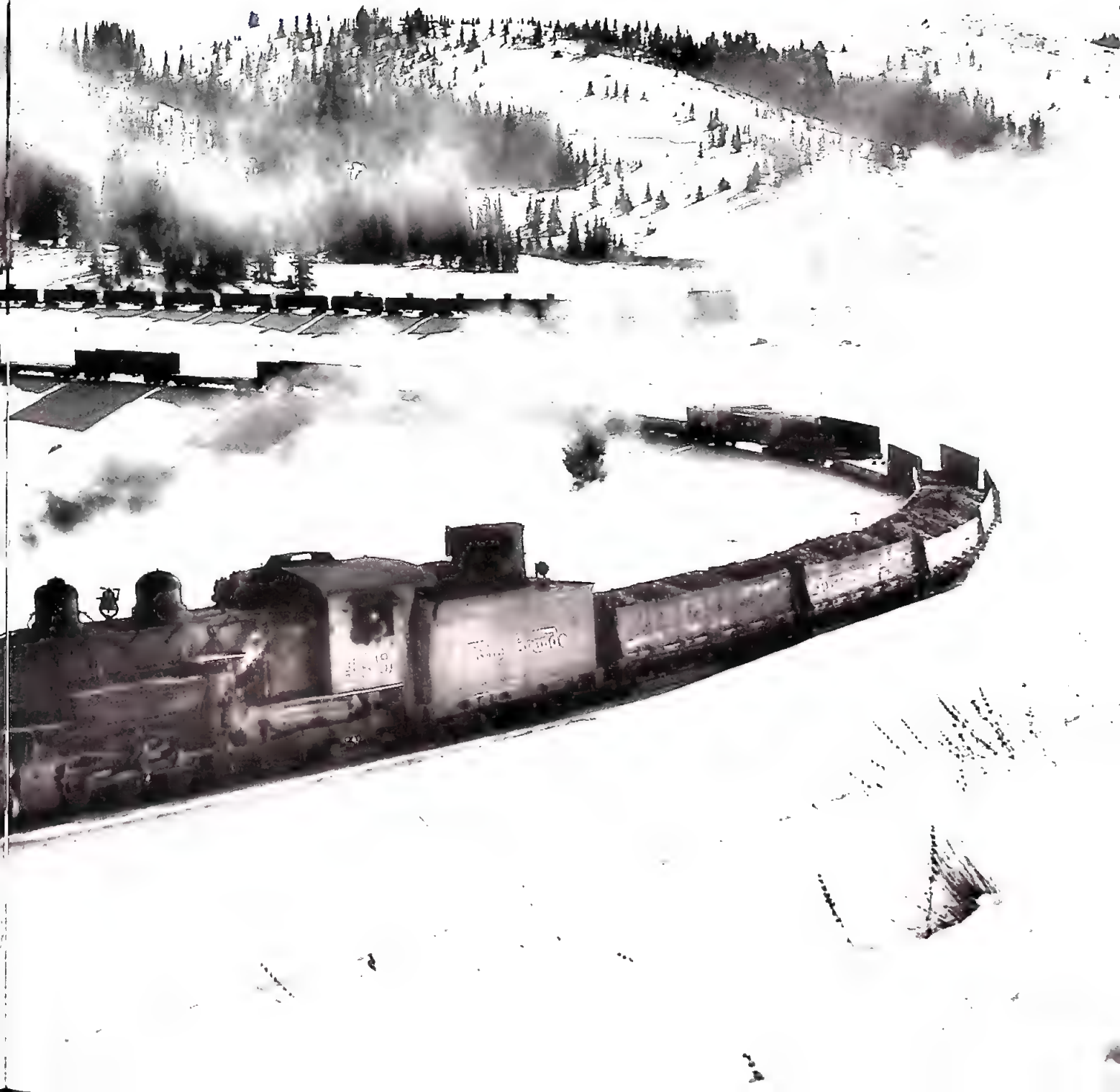
Westbound freight consisted predominantly of supplies for oil wells near Farmington—mainly pipe and drilling mud, plus some farm equipment and building materials. Eastbound traffic was primarily crude oil from fields around Chama, plus some lumber from sawmills in Durango and Chama, and occasional agricultural produce from Durango, as well as coal. Trains from Alamosa always arrived with two engines for the 4 percent grade returning eastward from Chama; trains from Durango had one or two engines depending on tonnage. Consists ranged from 20 cars or fewer to 70 or more. All cars were wooden except for the tank cars.

I kept a log of every run and recorded some of the action on film. My work schedule was somewhat flexible when the volunteer trainees were not in town, and if the weather was good I sometimes took advantage of it. I did feel some guilt about photographing steam engines during working hours, but not enough to stop doing so. Milton Trotter, the station agent operator, who spoke slowly and deliberately as if every word mattered (they did), kept me informed of each day's movements.

As days got shorter and the aspen



At Tanglefoot Curve, just east of the Cumbres Pass summit, Mikado 498 snakes more than 50 cars downgrade toward Alamosa on January 29. The flatcars will return west with loads of pipe for Farmington, N.Mex.



leaves turned brilliant yellow, ranchers began preparing for winter by moving their cattle down from high pastures and shipping them east for further fattening on the plains. On Sunday, October 6, K-37 Mikado No. 499 left Alamosa with 24 empty stock cars; the cattle rush began the following day. Some steers were herded right down Chama's main street by cowboys on horseback. Cattle and sheep were loaded from pens in Dulce and Lobato as well as Chama. Cattle had to be moved quickly because they could remain cooped up in stock cars only for a limited time. During the rush, Cumbres turns were replaced by direct runs over the pass so cattle could take their break in Alamosa when they transferred to standard-gauge cars. Special moves were made just to get the empties back to loading points. I counted 156 carloads of cattle over Cumbres Pass during October, and 7 more in November. Special moves were made to get the empties back to loading points.

The first significant snow (6 inches) fell on November 21. I was never much for night shots, but I persuaded Barbara to come down and hold the shutter open on my Rolleiflex while I walked around firing off flashbulbs to illuminate the 499 and 488, which had just come over the pass. That snow soon melted, as did most of the snow that fell in December—at least at lower elevations. But snow began to build on the pass, and on December 10 the freight from Alamosa carried a flanger behind engine 484 (which had its own plow on the pilot) in order to push the snow back from the track. Although state highway 17, still a narrow gravel road then, was considered seasonal (summer only) where it paralleled the track over the pass, the road crews kept it open, which greatly facilitated my photographic efforts.

In January 1964 it got colder—my thermometer registered 3 below zero on the 8th, 12 below on the 9th, and finally 16 below on the 24th—the coldest I recorded all winter. More snow fell, although there were still bare patches on the lower slopes at the end of the month. Snowfalls were followed by days of brilliant sun, sparkling snow, deep blue sky, and air so cold and clear it was exhilarating. Snow was accumulating in the higher elevations, and on January 21 instead of making two Cumbres turns, the Alamosa crew made one turn all the way to Big Horn, 30 miles down the eastern slope. They took 18 cars of lumber and a flanger to the top, then went on to Big Horn with just the flanger between two engines. Two days later, a snow train preceded the regular freight from Alamosa—two engines



Pushing snow with her big plow, K-37 No. 493 blasts upgrade between Cresco and Coxo with a Cumbres Turn out of Chama on February 12. Ahead of the empty flat-cars are two loads of (untreated) crossties and, unseen behind the engine, a flanger.



On February 25, during the heaviest snow author Barry saw during the winter of 1963-64, two trackworkers rest after shoveling out a switch at Cumbres while engine 493 sets out some cars. Later, the men helped dig out Barry's Volkswagen.

A flanger cut in between 2-8-2's 488 and 492 kicks up powdery snow just east of Chama. Operated by air pressure from the locomotive, flangers cleared a wider swath than the plows on the engines. By this date, March 13, Highway 17 out of Chama was closed east of Lobato.



with a flanger and a Jordan spreader. Trains over the mountain frequently carried an extra caboos for trackworkers when heavy snow was likely.

More snow trains ran in February—sometimes originating in Alamosa, sometimes in Chama as Big Horn turns and even turns to Lava, 9 miles beyond Big Horn. Some had just a flanger sandwiched between two engines, followed by two cabooses, while some had a Jordan spreader as well, which could spread a far wider swath than the flanger. On some nights, the Alamosa engines arrived with snow plastered up against their smokeboxes and even on top of the boiler behind the headlight and smokestack! Were the drifts really that high?

"Yes they were," remembers former Road Foreman of Engines Jim Pearce. "We had to be really flying when we hit them." Fortunately for me, the highway crews kept Route 17 open throughout January and February. When I put tire chains on it, my little VW would go almost anywhere in snow as long as its wheels could touch the ground.

On February 25 it snowed hard—really hard. Engine 493 (which had its own plow) and 498 took out a Big Horn turn, taking 19 cars to Cumbres and continuing on to Big Horn with a flanger. I followed them, but as I approached Cumbres across from Windy Point, I was suddenly blinded by snow shooting up over my windshield. The snow was so deep my VW was acting as a plow! I knew that if you hesitated in deep snow you were done, so I kept the pedal on the floor, confident no one was coming the other way. I broke through the drift a moment later, and my view cleared.

At Cumbres, the flakes were coming down so fast it was hard to see between them. I found the Chama section crew cleaning out switches for the freight crew. I waded through knee-deep snow with my camera until the engines and flanger disappeared into a thick void of cold, silent whiteness. But when I tried to leave, I found my VW snowed in! The sectionmen kindly dug and pushed me out. A week or so later, the highway crew finally gave in to nature, and my photography became confined to the lower slope and the line west—17 was finally closed for the winter.

Meanwhile, there had been a change of management and philosophy at the Peace Corps Training Center around the end of the year. I was not comfortable with it and ended up resigning in January. This provided unlimited time for photography but created an obvious



On January 31, K-36 No. 488 pushes empties up toward Cumbres Pass between Lobato and Cresco. By this time, the Rio Grande had just three classes of slim-gauge 2-8-2's: K-28 (470-series), K-36 (480's), and K-37 (490's). Numbers in classes denoted tractive force in thousands.



cash-flow problem. I made up some 11x14 prints of my best shots and asked Bob Brashar, the local banker, if I could display them in his bank, hoping someone might buy them. Bob liked them so much he bought the entire collection for the bank before I could finish hanging it on the wall! This sale, and others, allowed Barbara and me to stay on until mid-April, when we left for Mexico, where I eventually obtained another community-development position.

In 1988, we returned to Chama for our 25th wedding anniversary. The picnic area we had built 25 years before was gone, and the Legion Hall we had painted needed paint all over again. One man asked me if I thought the community-development work I had done had made any difference. No one else even mentioned it. But several people came up to tell me how much they appreciated the photos, which were still in the bank. Then they told me their father, grandfather, or uncle had worked for the railroad, so the photos had special meaning for them. This absolved any lingering guilt about photographing steam on company time.

The following year these photos almost ended up in a dumpster when the bank was sold to new owners who saw no need for them. "Over my dead body!" said my former next door neighbor, Joe Vigil, when he learned of their plans. Joe had succeeded Bob Brashar as head of the bank's Chama branch and was still on its board. Joe got custody of the prints for a museum he hoped to develop, but instead he became General Manager for D&RGW successor Cumbres & Toltec Scenic Railroad, which has preserved the line so heroically for future generations. He arranged to display the photos at the railroad's Osier lunch stop, where they remain today. Some have been reprinted for this article.

When I made them I knew the end was near, but I did not know I was in fact recording the very last winter of regular, continuous steam operation in severe weather conditions anywhere in North America. After that the D&RGW paid truckers to haul its freight during winter, and the narrow-gauge became a seasonal operation until its final run in late 1968 ["Last Train on the Narrow-Gauge," Winter 2002 CLASSIC TRAINS]. ■

An Alamosa-bound train powered by engines 488 and 492 startles horses and a mule, which had been foraging for grass near the Highway 17 grade crossing north (railroad east) of Chama. The date is March 14, 1964, four weeks before Barry moved away from Chama.



Read about a railfan's train trip from Tennessee to catch the narrow-gauge's last winter in the December 2005 TRAINS.

TRAINS
MAGAZINE



After Chicago's BIG STORM

A tale of two special trains, or how I saw the effects of the Windy City's worst snowfall 8 days later

By J. David Ingles • Photos by the author



From a seven-hour late N&W *St. Louis Limited* at Decatur, Ill. (above), to piled-up snow on the GTW at Durand, Mich. (right), to partially passable streets in Chicago (top), my week's train trip home gave plenty of evidence of a big winter storm's wrath.





My week off, and a visit home to the Detroit area, had been planned. That its timing, at the end of January 1967, turned out to allow me to view the aftermath of Chicago's

heaviest 24-hour snowfall ever, and ride one special train and photograph another, was coincidental. I was working for the daily newspaper, the *Journal-Courier*, in Jacksonville, Ill., the



N&W had kept up Wabash's passenger diesel service cycle, and No. 303, even though 7 hours late, dutifully changed power at

Decatur, swapping a pair of ex-Nickel Plate Geeps [page 32] for this ex-Wabash E8 and a GP9. Note the MoPac sleeper up front.

same small central Illinois city where I'd earned a bachelor's degree from MacMurray College a year and a half earlier. On Monday, January 30, I drove over to Decatur, 60 miles east, to catch the train to Detroit to visit my parents and some friends. Because of the snowstorm, which had hit Chicago Thursday and Friday and then moved east into southern Michigan, and the fact that I had learned I could ride a special train out of Detroit, I canceled any thoughts of driving all the way and chose to ride the Norfolk & Western instead.

N&W had leased the Wabash (and merged the Nickel Plate and two small Ohio Class 1's) in October 1964, but the Wabash passenger services had not changed much. Two trains each way a day linked Detroit and St. Louis, the daytime *Wabash Cannon Ball* and the overnight *St. Louis Limited/Detroit Limited*. The Chicago-St. Louis *Midnight* was gone, but the *Banner Blue* and *Blue Bird* still ran, although the northbound *Blue Bird* (a St. Louis-Chicago turnaround) and southbound "Banner" (two train-sets) were combined with the *Cannon Ball* between St. Louis and Decatur. The weekday Chicago-Orland Park commut-

er train was growing longer, and would continue to do so (today, the service is up to seven trains under Metra, and is about to be extended to Manhattan, Ill.).

West of St. Louis, three ex-Wabash passenger trains survived: N&W's own *City of Kansas City*, a turnaround out of St. Louis; a nameless overnight train to Council Bluffs, Iowa (which usually ran with some freight cars); and the *City of St. Louis*, a through Domeliner with Union Pacific via Kansas City and Denver to Los Angeles (with a coach for Oakland, Calif.). There was also the Centralia-Columbia (Mo.) branch-line freight, which carried a coach for the occasional passenger.

In Decatur that midday, there was evidence of the storm's fury still affecting N&W's operations to the east. Owing to delays on the Detroit route, the *Banner Blue* and *Cannon Ball* were operating separately out of St. Louis, and that morning's *St. Louis Limited* from the Motor City was running 7 hours late! I bought my ticket to Detroit, then set about to do what friends and I had often done during our college years—photograph Decatur's daytime passenger-train action.

The Decatur varnish drill

First up was the late *St. Louis Limited*, train 303, which toddled in a bit after noon behind a pair of repainted ex-Nickel Plate passenger GP9's and the consist not reversed, probably to save time or switch-clearing in Detroit. Normally most of these N&W trains' passenger-carrying cars were "properly" at the rear, but this day No. 303's sleeper was right behind the Geeps. Further, it wasn't one of the usual ex-Wabash *Blue*-series 12 roomette-4 bedroom cars, but a Missouri Pacific car. Following were a stainless-steel coach, a heavyweight Wabash coach, the RPO, and several baggage and mail-storage cars, this time "rear-end" cars instead of "head-end."

N&W had kept up Wabash's locomotive service cycle, and the train dutifully changed power, to E8 3815 and a GP9. While the *St. Louis Limited* was in the Decatur depot, the *Blue Bird* flew in solo from St. Louis behind GP9 510 and E8 3808. (The "original" N&W never owned a cab-unit diesel but inherited E's and F's from the Wabash and wound up renumbering and repainting five E8's, plus 31 F7's.) Geep 510, which was properly flying cloth green flags to indicate



Crews change on the *Blue Bird* at Decatur. The train was running separate from the *Cannon Ball* (note the green flags) owing to

the winter storm having disrupted schedules. Behind GP9 510 is E8 3808, one of five Wabash passenger cabs N&W repainted.



Running as Second 304, my *Cannon Ball* has just cleared Mercer Street, where the main lines from St. Louis and Hannibal, Mo.,

came together, and is passing a westbound local freight. I will have plenty of time to return to the depot to board for Detroit.



Extra 4915 West, the four-car Mardi Gras tour group special on the Grand Trunk Western, has arrived in Durand and is about to

exchange the GP9 for two others, 4900-01, which happened to be the first passenger diesels GTW bought (in 1954, as 1750-51).

the section following, was one of a dozen of the 22 "Pocahontas region" passenger GP9's, all repainted from red to blue, that N&W had sent west to Wabash territory at various times after the merger.

A local freight behind an ex-Nickel Plate GP7 followed 303 out of the depot, passing my train, the *Wabash Cannon Ball*, coming into the heart of town just east of Mercer St., where a boarded-up tower guarded the junction of the lines from St. Louis and Hannibal, Mo. (via Jacksonville and Springfield). The *Cannon Ball*, which was running as far as Decatur as Second 304, also had two boiler-equipped GP9's—ex-NKP 2478 and unrepainted Wabash 485—and its usual four cars: an RPO-baggage, two coaches, and a diner-lounge.

I had plenty of time to drive back to the depot, park my car, and take pictures while the *Cannon Ball* was serviced, before boarding for departure. This train also had exchanged power, to the ex-NKP GP9's, 2482 and 2481, that had brought in 303. Even with the additional diesels briefly needed by the separate sections from St. Louis, and late operations nullifying the normal quick engine turnarounds at Detroit,

N&W had plenty of passenger units on the old Wabash. (To illustrate how things were still "done right" in some places this late in the game, normally N&W's inbound units into Detroit, except during the heavy holiday mail season, would just swap trains at Fort Street Union Depot and head right out again. The scheduled intervals were 30 minutes in the morning and 35 minutes in the evening!)

Wabash's four Alco PA's had been retired before the merger, and two of the four E7's were gone, but the last passenger trains on the former Nickel Plate had run in 1965, so the remaining NKP passenger engines—eight GP9's and two Alco RS36's—had moved west and were based at Decatur, home of the former Wabash locomotive shop. Add the 10 remaining E8's, the 13 ex-Wabash passenger Geeps, and the imported "Pocahontas" GP9's, and the N&W was well-fixed for passenger power in the Midwest.

Our tardy 304 got out of Decatur at 1:53 p.m., 3 minutes shy of 2 hours late, and never really was able to make up any time; my last notebook entry was 10:18 p.m. at Adrian, Mich., 59 miles out

of Detroit, 2:59 late. It should be noted that this year of 1967 was the "final flower" for N&W's Wabash region varnish. Both the *City of Kansas City* and the *Banner Blue* came off in '68. The following year, the *City of St. Louis* ceased to be a through train (N&W kept that name, and the service, into 1970, but UP renamed its train *City of Kansas City*). Also in 1970, the *Blue Bird* was truncated to a Chicago-Decatur service and given the name *City of Decatur*, and only it, the Orland Park commuter train, and the *Wabash Cannon Ball* lasted until the inception of Amtrak in 1971.

Fun on the Grand Trunk Western

After a four-day visit in the Detroit area, I headed west on Saturday, February 4 . . . on a special train. I had been, and my parents still were, active members of the Michigan Railroad Club, and MRC in those days was a traveling crowd. Many are the miles I'd put in on their excursions, mostly behind Grand Trunk Western steam but occasionally on other outings. MRC, under the guidance of the late Fred Dewey, had put together a railroad tour to the 1967 Mardi Gras in



Posing by MRC's drumhead in the rear car of the special after arrival at Durand (above) are my mother, Elsie Ingles (at right) and Katheryn Seestedt. The late Fred Dewey (top right) was an MRC leader, and organized many of the club's trips and tours, including

the 1967 Mardi Gras outing. At Battle Creek (below), I had to watch my step to avoid deep snow as I changed positions from the cab one of the Geeps to the coaches. The "cereal city" had received 28 inches of snow, 5 more than Chicago's total.



New Orleans, and had enough takers (including my parents) to ask Grand Trunk Western to run a charter train to Chicago. There, the MRC gang would change from Dearborn Station to Central Station to ride an Illinois Central special to the Crescent City.

GTW at the time had two services linking Detroit (mostly people from its northern suburban stops) with Chicago, but the day train didn't leave until

12:30 p.m., with one through coach connecting at Durand, Mich., onto train 59, the *Maple Leaf* from Toronto on GTW parent Canadian National. The *Maple Leaf* didn't arrive in Chicago until 6:15 p.m., though, too late for IC's plans. Hence MRC's chartered GTW special.

The Detroit area had about 8 or 10 inches of snow on the ground when I arrived, but Durand, 67 miles to the

northwest, had plenty more [page 32] and so did all the towns west of there on the GTW main line. Battle Creek, site of cereal factories, GTW's locomotive shop, a big freight yard, and a two-story passenger station/office building, had received 28 inches, 5 more than Chicago's official total. In fact, the first photos I took this day were not at Detroit, but at Durand, where the MRC special—three coaches and a diner-



As GTW's MRC special pulled into Dearborn Station on February 4, the sun had popped out, and I was lucky to photograph this gath-

ering of Chicago & Eastern Illinois E7 1102 and two Alcos, Monon C420 502 and RS1 263 of station owner Chicago & Western Indiana.

lounge—pulled alongside the platform on the Detroit Division side to exchange GP9 4915 for a pair of siblings, 4900 and 4901, and of course, crews.

Grand Trunk Western in those days was more than friendly, and the sight of my mother and two other women climbing down from 4915's cab after their ride up front from Pontiac just proved it. In fact, yours truly and I forget how many others took their place in the two Geeps' cabs for the fast 76-mile ride to Battle Creek, a crew-change, water, and fuel stop. Since my footwear from "balmy" central Illinois was not suited for tramping around in deep snow, my photo angles were restricted at both Durand and Battle Creek. (A historical note: These two Geeps were the Trunk's first passenger diesels, acquired as Nos. 1750-1751 in 1954.)

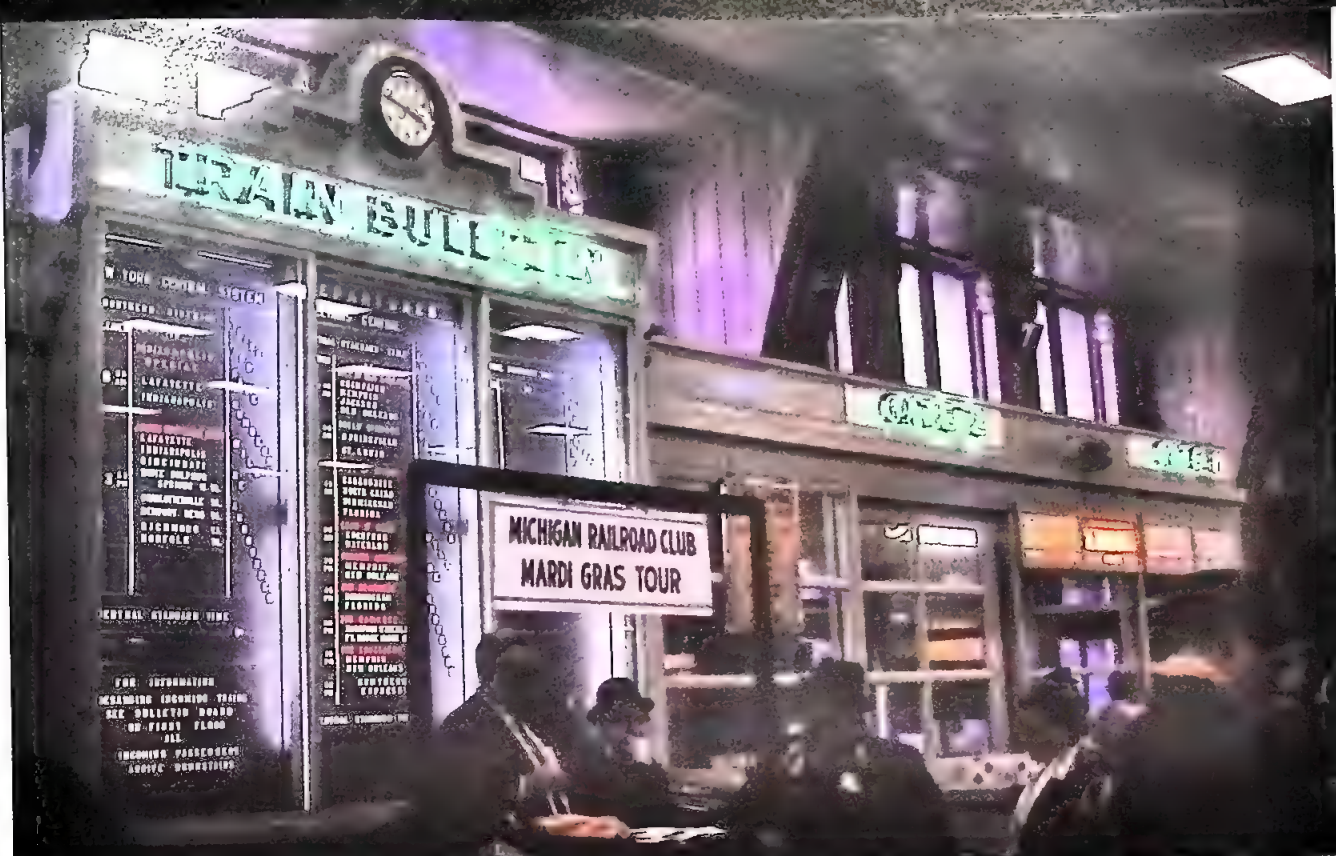
Chicago a week after

Back in the coaches, the run onward to Chicago was as routine as possible, under the conditions, and my next photos were on the Windy City's South Side, from a vestibule Dutch door looking down from GTW's elevated right of way south of Elsdon Yard onto the side streets that still showed the effects of the storm [pages 32-33, at 65th Street and Central Park Avenue]. Chicago would not see the likes of this again until 1979, the January 12-14 blast that put down 20 inches of new snow atop a cover of 7 to 10 inches left over from a New Year's Eve storm, which resulted in Chicago's deepest-ever snow cover. That storm strangled the city, and is credited with the ousting from office of Mayor Michael Bilandic.

The 1967 blizzard was no slouch,

either. Snow fell for more than 24 hours beginning about 5 a.m. on January 26, and drifts of up to 6 feet were measured. Cold weather and off-and-on snowfalls over the next 10 days created more chaos, and although most trains continued to run—as GTW and IC proved—most buses, cars, and planes did not. Loop hotels were full of commuters who couldn't get home; O'Hare Airport was jammed with stranded travelers; businesses closed for several days. Simply finding a place to put all the snow became a problem, so a lot of it was loaded into freight cars and shipped south to melt. Police arrested 273 looters, and 60 people died, most of them from heart attacks while shoveling snow.

Such tragedy, however, did not stop the Michiganders bound for Mardi Gras



"America's Finest Streamliner," Illinois Central was proud to claim on a sign above the Gates 1 and 2 door in its Central Station in

Chicago for its premier *Panama Limited*. Of course, the MRC special, another all-Pullman consist, rated its own check-in desk.

on that following Monday. For the special move south, Illinois Central had rounded up a consist of 10 cars (an IC combine for crew, a diner, and Pullmans in IC, Santa Fe, SP, and UP colors), which left town behind E9A's 4038 and 4040 a bit before 5 p.m. as "Second 5," a following section of the *Panama Limited*, which IC called, on a sign at the Central Station track gate, "America's Finest Streamliner." Of course the regular train, "first 5," left on-time, at 4:30.

In between the *Panama Limited* sections, at 4:45, IC dispatched train 9, the *Seminole*, for Birmingham and Jacksonville, Fla., behind Central of Georgia's two E8's, 812 and 811, which were painted in IC's passenger colors. I and Norm Herbert, a Michigan friend who rode the GTW special to a dentists' convention in Chicago, took an IC electric from 12th Street (a platform outside Central Station) out to the 27th Street suburban station to photograph the streamliners from the platform. "Second 5," the special, just barely beat dusk.

I went on to visit friends in the suburbs and returned to Decatur the next day to retrieve my 1961 Ford Galaxie and go back to work. I hadn't been in the "Great Midwest Blizzard of 1967," but I sure saw the results of it a week later, from the comfort of a couple of passenger trains. ■



Daylight was waning as Norm Herbert and I photographed the *Seminole* (above) and the MRC special (below) from the 27th Street platform. We photographed the *Panama*, too, its lead E unit displaying green lights for the MRC second section, but they didn't turn out.





A midnight ride through frozen Vermont

With diesels on the way and the temperature at 20 below zero, the all-weather cab of a 4-8-4 was the best place to be

By Jim Shaughnessy • Photos by the author

As the steam locomotive was being vanquished by the diesel on American railroads in the 1950's, the companies still operating steam tended to concentrate the older power in certain areas, akin to a wagon master circling his wagon train on the prairie when attacked by hostile Indians. New York Central herded its steam power onto the Big Four lines. Illinois Central confined it to the coalfields. The Pennsylvania had several pockets across its network. Baltimore & Ohio centered on the Buckeye State. The two big Canadian systems, Canadian Pacific and Canadian National, were less hasty in converting, and when they did, the infiltration of the diesel was mostly from west to east.

Canadian Pacific's final use of steam

mainly occurred in eastern Quebec and the commuter service west from Montreal, while Canadian National's was on branch lines in southern Ontario and Quebec and mainline trains between Montreal, Toronto, and Windsor, although wtions were out of Winnipeg. Canadian National's U.S. subsidiaries—Duluth, Winnipeg & Pacific; Grand Trunk Western; Central Vermont; and Grand Trunk (proper, of New England)—all were steam venues almost until 1960, well after surrounding lines were dieselized.

Central Vermont operated all its locals and passenger trains with steam well into the late 1950's, and even the one through freight train, from Montreal to St. Albans, Vt., and on south to

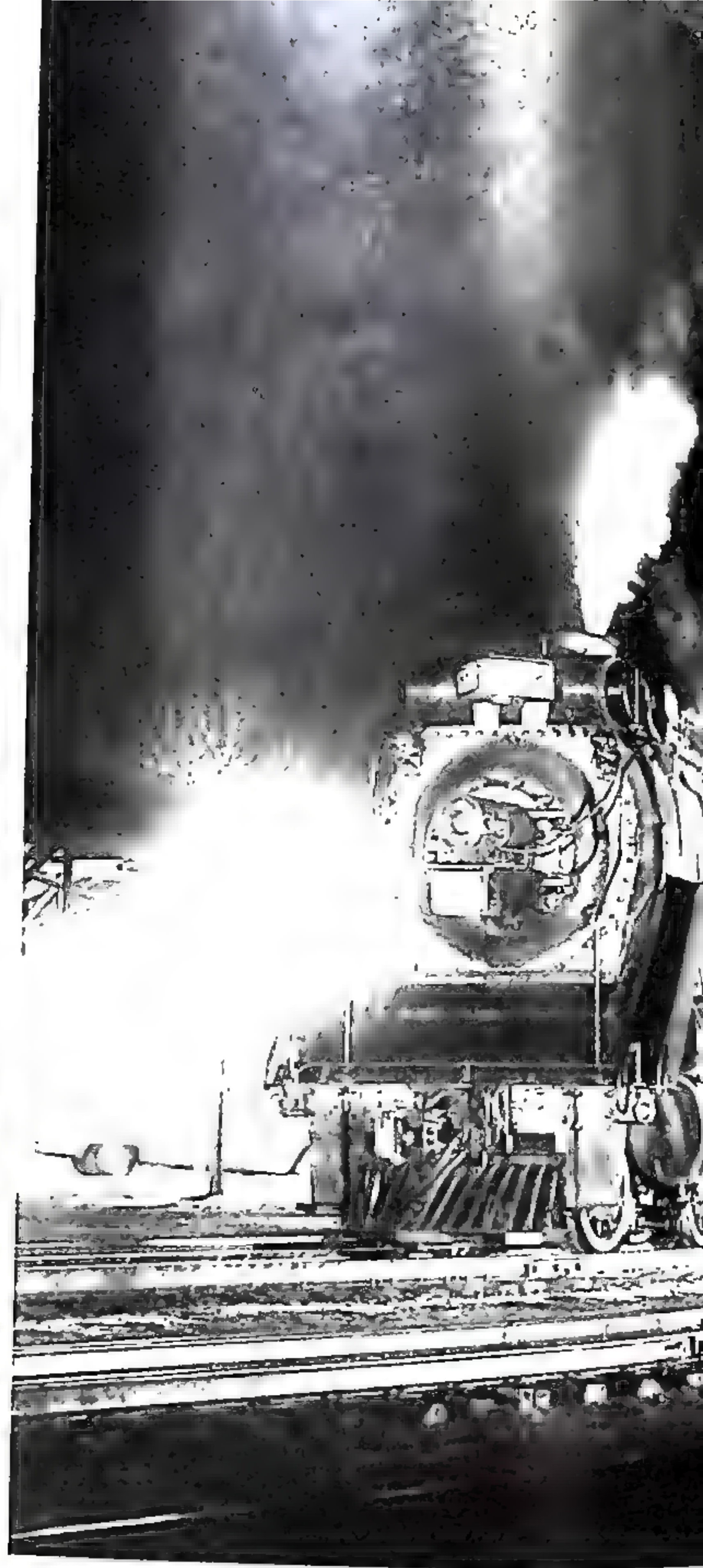
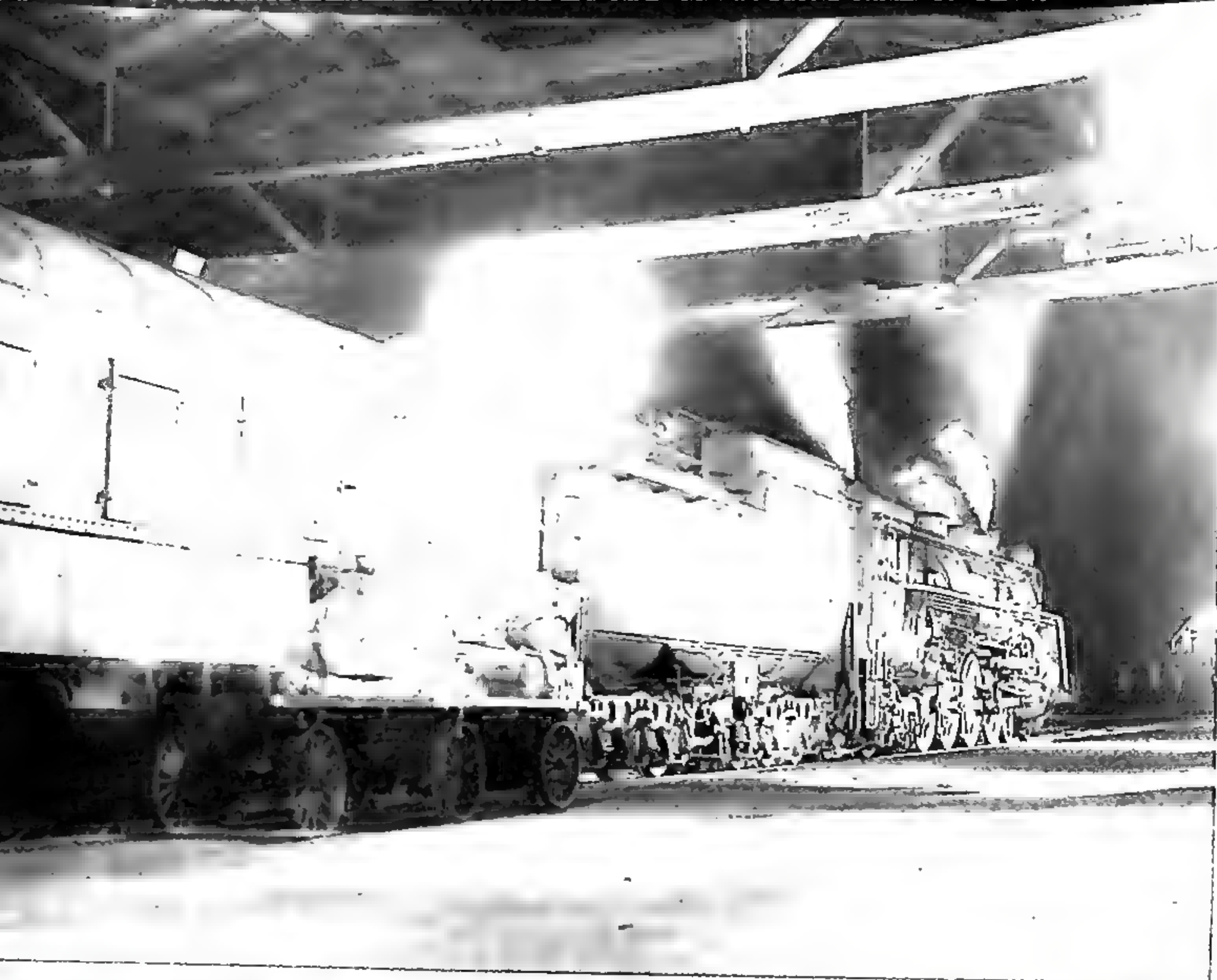
New London, Conn., had steam helping CN Fairbanks-Morse-style diesels on the south end of the line. The daytime passenger trains boasted 4-8-2 Mountain types, while the heavier overnight trains rated a CN 4-8-4. The sleeper-equipped trains, Nos. 20 south and 21 north, were named for their destinations: *Washingtonian* and *Montrealer*. Southward, the *Washingtonian* ran on CN and CV behind the 4-8-4 to White River Junction, Vt.; then Boston & Maine F units to Springfield, Mass.; New Haven diesels to New Haven; NH electrics to New York City; and Pennsy GG1 electrics to the U.S. capital.

An aside: The *Washingtonian* and *Montrealer* were inaugurated as a paired name train on June 15, 1924. They immediately became popular with businessmen and diplomats traveling between the U.S. and Canadian capital cities (connecting at Montreal with CN's frequent services to and from Ottawa). With the enactment of the U.S. 18th Amendment in 1920, prohibition was already in force, so an additional form of international traffic often rode south on the *Washingtonian*—illegally smuggled liquor. This gave the train its unofficial but widely known nickname, "the Bootlegger."

In September 1954, two steam-generator-equipped Alco RS3 road-switchers, Nos. 1859-60, arrived on the CV

The night of our cab ride, it was too cold to make photos, but we visited nearby Essex Junction frequently in the last years of CN steam on the CV trains, and in 1957 I photographed "our engine," 4-8-4 6221, on No. 20 on March 2 (opposite page) and November 2 (left).





and bumped the 4-8-2's off the day passenger trains. This prompted me, two years later, to try to arrange a cab ride aboard one of the CN 4-8-4's on the night trains before they, too, were replaced by diesels.

After the necessary paperwork was secured, Bill Blakeman and I left his warm room in Burlington on a bitterly cold January 20 evening in 1957 and drove the 8 or 10 miles over to the Essex Junction station. Bill, a native Vermonter from Bethel, was a geology student at the University of Vermont and a frequent companion on my CV photo junkets. At 11:15 at Essex Junction, we climbed up into the enclosed cab of the big U-2-g class 4-8-4, 6221, a 1940's Montreal Locomotive Works product, on the point of No. 20.

The Central Vermont crew had taken over at St. Albans from the CN crew who brought the train down from Montreal; the CV men would make the round trip to White River Junction. Engineer Oscar Noel and his fireman, Al Parah, welcomed us aboard and quickly closed the door behind us to conserve the heat in



Another "regular" among the CN 4-8-4's on Central Vermont's *Washingtonian* and *Montrealer* in the last seasons of steam was the 6173, which I photographed at Essex Junction in 1956 on the *Washingtonian* on February 17 (opposite page, top) and March 28 (left, and opposite page, bottom).

than smooth ride. Glancing back along the 10-car train from the fireman's open window—a move not to be endured for long at minus 20 degrees Fahrenheit and with a 55-mph wind blowing across your face—the lights from the trailing car windows illuminated the cloud of swirling snow. Overhead, illuminated by the bright moonlight, a great plume of steam stretched over the cars and hung in the still air back as far as we could see.

After a brief station stop at Montpelier Junction, the big Northern headed south toward the ruling grade on the CV, Roxbury Hill. This 6-mile grade, starting just past the Northfield station, was a 0.78 percent incline, but owing to 10 curves averaging about 3 degrees each, it was compensated to a 0.9 percent figure. With 56,800 pounds of tractive effort available, the 6221 was hardly affected by the extra work. Apart from the fireman's feeding more coal with the stoker, a slight slowing of speed, and intensified vibration from the running gear, we blasted up along the Dog River, through Rabbit Hollow, and over the summit without disturbing a single sleeping passenger.

Once over the spine of the Green Mountains at Roxbury, the railroad dropped gradually downgrade along the White River for the next 46 miles, all the way to the station at White River Junction. Bill and I took turns, one sitting on the seat behind fireman Parah, the other hanging onto a cab partition while standing alongside Oscar at the throttle. The fireman mostly attended to the stoker controls and feedwater pump valves, only occasionally opening the butterfly doors of the firebox to shovel coal into the back corners of the 84.3-square-foot inferno, where the steam jets of the stoker were unable to directly distribute much of the fuel.

Visibility from a steam-locomotive cab was never great and was especially poor at night. The tiny windows, usually dirty, in front of the engineer and fireman looked out along the side of the long boiler, and most of the area in front of the locomotive was obscured. Signals, especially bright searchlight types, were usually recognizable, but little else. Leaning out the open side windows to see ahead was the preferred solution, but bad weather, especially bitter cold,

the cab. Despite a raging inferno in the firebox and the "all-weather" cab—specially designed for protection from the ravages of Canadian winters with an enclosed connection between the locomotive and the tender's coal bunker—there was still plenty of cold air coming in from many small openings. While your face felt hot, your rear end was cold. The scents of hot oil, soft coal, and damp steam hung in the air. Soon, when all the baggage, mail, express, and passengers were loaded, a shrill little whistle sounded twice in the cab, telling the crew that conductor Walter Buker was giving them the highball.

Oscar hauled back on the throttle with a mighty heave to fill the cylinders with steam, as he also opened the cylinder drain cocks to let any water escape that had condensed in the system during the station stop. We were immediately engulfed in a cloud of vapor as we slowly moved away from the station. Crossing gates on the village's two road crossings obviated the need to blow the whistle at night, and

once we were around the south leg of the wye where the CV branch into Burlington left the main line, Oscar widened back on the throttle. The noticeable pulsations of four power strokes of the cylinders for each revolution of the 73-inch drivers picked up frequency as we got onto the straight track up the Winooski Valley toward Montpelier Junction, the station just west of the state capital city.

Even as midnight approached, the full moon shed a bluish light on the snow-covered fields and mountains, providing almost daylight visibility. Revealed were curling smoke plumes rising from chimneys in the still air, and little jewels of yellow light streaming out the windows from the warm interiors of trackside houses. Now doing about 50 mph, we could discern no individual exhaust beats above the steady roar and the pounding sensation of the drive rods. CV's roadbed was well-maintained, but hanging off the back end of a long boiler in the cab of a 400,300-lb. machine with eight big drive wheels, on a relatively rigid frame, gave us a less



Before CV's passenger trains were dieselized, CN diesels took over the time freights. Three days before our cab ride, CV 2-8-0 467, one of 16 N-5-a's (Schenectady, 1923), assists two CN Canadian Locomotive (FM design) C-Line units on time freight 491 near Millers Falls, Vt.

restricted this practice. With the temperature outside on this night and the steam coming back over the boiler, we experienced an almost constant concealment of the view ahead. This showed the value of smoke-lifters, which had been installed on these very locomotives at one time, but later removed.

Canadian National's 4-8-4's had an

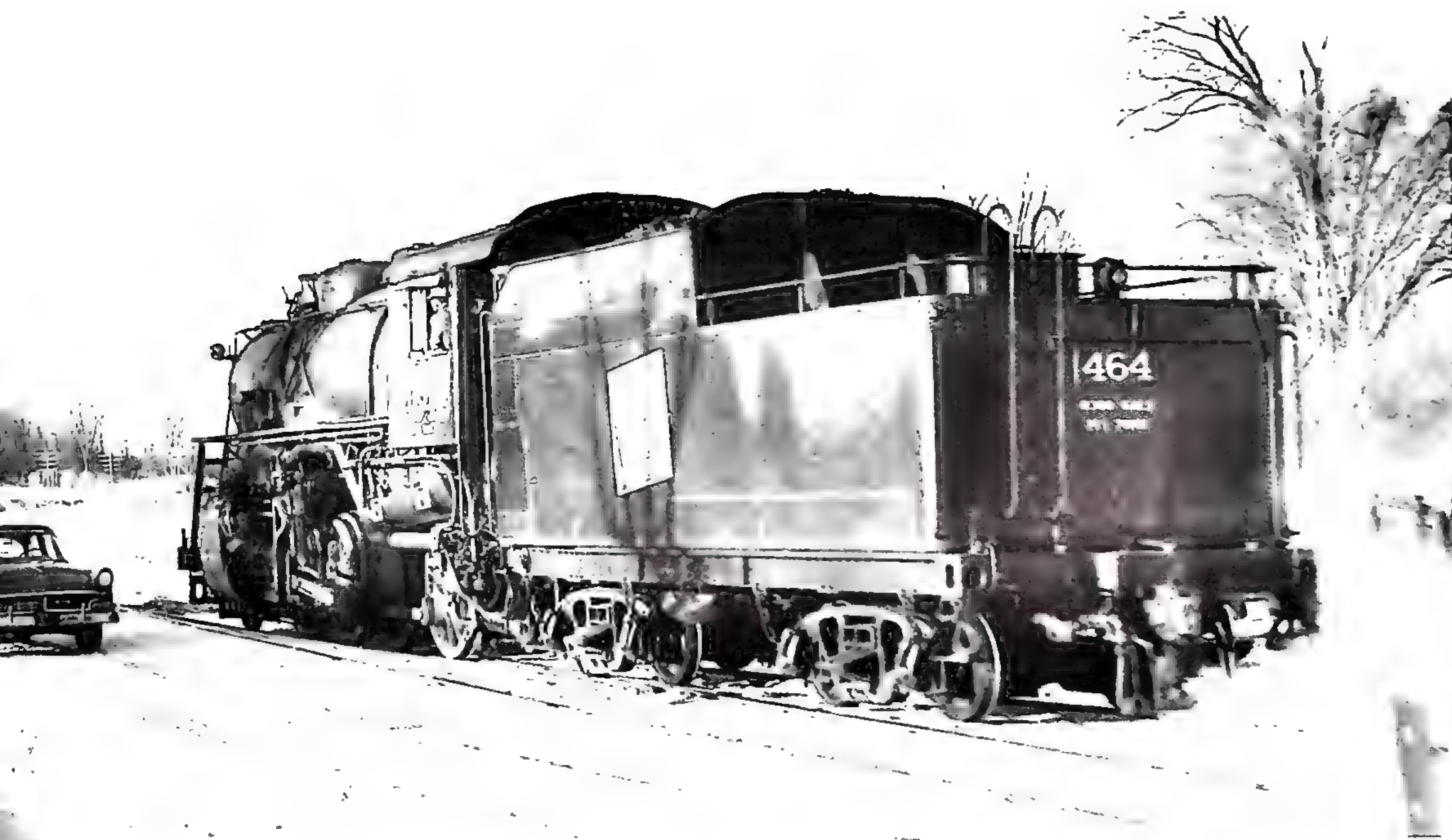
air-actuated whistle valve, not a more traditional cord or rope, and it was either on or off, leaving no possibility for an engineer to exhibit any musical talent at grade crossings. Fortunately, like most veteran engineers, Oscar knew where all the crossings were from his many trips over the road, and he just leaned on the whistle valve with a vengeance from time to time with seemingly no apparent reason, showering even more steam over the cab. This was especially the case as we stormed through the village of Randolph, which had several road crossings close together including State Highway 12. It was



seemingly one long screaming blast enveloped in a cloud of steam through the whole settlement. If we had hit something small on any of the crossings, the only way any of us in the cab would have known it would be to read about it in the paper the next day.

Upon arrival in White River Junction at 1:20 a.m., we pulled down to the south end of the station platform, where the car-knockers uncoupled the 6221. We moved slowly away from the train, past the waiting B&M diesels, and switched to a clear track leading back to the engine terminal in CV's yard west of the station.

When Oscar stopped the engine by the roundhouse, we climbed down and made a dash for the crew lunchroom. I had carried along my 4x5 Speed Graphic, tripod, and some flashbulbs, intending to take some night photos while the 6221 was being serviced for the return trip. Now, though, with the temperature hovering around 25 below zero and ice crystals in the air coming in off the nearby White River, the warmth of the crew locker room prevailed. The engine



crew shared some of their lunch and some pleasant conversation with us, and the 90-minute wait passed easily. The night pictures would have to wait for warmer weather.

The *Montrealer* was scheduled to depart northbound at 3:22, so we were back aboard the 6221, now turned and serviced, moving in reverse toward the station by 3 a.m. The northbound train was running 20 minutes late off the B&M, so as soon as the diesels were cut off, we coupled on and carmen connected the brake, signal, and steam-heating lines. After the usual required brake-test procedures were completed, Oscar and Conductor Buker exchanged Form 31 orders and other paperwork. Order No. 2 stated, "No 21 Eng 6221 run 20 minutes late from White River Jct to St Albans." Order No. 3 read, "No 21 Eng 6221 wait at Roxbury until Four Fifty Nine 459 AM for first 430 Eng 464."

While this exchange was going on, fireman Parah was stoking the boiler pressure up to the operating level of 250

psi for departure, and to compensate for the steam flowing back into the train to keep the minus-25-degree cold out of the cars.

Our departure from White River Junction was again engulfed in a cloud of vapor, about 15 minutes behind the advertised owing to the late connection. The run north was uneventful. We executed a repeat performance of the blind, whistle-screaming passage through Randolph, but we didn't even notice the ascent of Roxbury Hill, which from the south was on an easier grade. Southward freight First 430 was waiting on the passing track by the Roxbury station. The ride was relatively quiet, punctuated by periodic, loud air hissing from train-brake applications, down the north side of the grade to the station stop at Montpelier Junction. In another 25 minutes, our adventure would end at the covered trainshed over the platform at Essex Junction.

As we rounded the east leg of the Essex Junction wye at 5:30, we gathered what few belongings we had brought along. Oscar gave Bill his copies of the

CV 2-8-0 464, which met our train No. 21 while leading freight First 430, was still at work five weeks later, on March 1, 1957, at the north end of Italy Yard in St. Albans, Vt.

orders as we were on the grade crossing just before we headed under the trainshed. We thanked our hosts for their hospitality and lunch, and climbed down the cab-side ladder to the frozen ground. We were two tired but awe-struck travelers as we stood beside that grand machine which had taken us on a memorable journey through a freezing Vermont night, a journey that, for us, would never be repeated.

As we watched No. 21 disappear under a great cloud of steam into the gathering glow of dawn north toward St. Albans, it occurred to me that this might well be my enduring memory of steam power on American mainline railroading. And it was! Less than 10 weeks later, on Friday, March 29, 1957, Canadian National 4-8-4 No. 6208 made the last steam-powered round trip on the Central Vermont with a passenger train to White River Junction. ■

Photo Section





John Gruber

Two trackworkers tend to a switch in the Livingston (Mont.) yard of Northern Pacific on a bitter cold winter afternoon in the 1940's, as Z-7 class 4-6-6-4 5122, one of six of the class delivered by Alco in 1941, prepares to head east with a freight in late afternoon. Northern Pacific had 47 Challengers in three classes, all from Alco: 21 delivered in 1936-37, the six Z-7's, and 20 more in 1943-44. The Z-7's "all-weather" cab will be appreciated by the crews on this run.

In the wake of a heavy late-winter snowstorm on March 8, 1961, Chicago & North Western's resident Alco S1 switcher prepares to exchange locomotives on the Chicago-bound *Rochester 400* at the Madison (Wis.) station. The change is being made not as a result of the storm but because of steam boiler failure on the E8 in charge. The E7 at left will take over for the 130 miles to the Windy City. The depot still stands on the east side of downtown, in office use, and one Wisconsin & Southern track still passes the site.

Photo Section



Boston & Maine SW9 1225 has the short Keene Local in tow in January 1978 as it ambles eastward by the covered bridge over the Ashuelot River in the stream's namesake village in the southwest corner of New Hampshire. Keene, once served by B&M from four directions, by this time was down to this lone branch off the Connecticut River main. Today Keene has no railroad, but the 169-foot, two-span 1864 Town Lattice truss style covered bridge is one of 54 left in the state.

Ice, not snow, can be the bane of winter travel in some parts of the U.S., and it's ice that adorns the lineside foliage near Jerseyville, Ill., in early 1973 as an Illinois Central Gulf freight heads for Venice, near East St. Louis, from Roodhouse, Ill. Despite the October 1972 merger of Gulf, Mobile & Ohio and IC, nothing has changed on the motive power (GM&O F's), or the operation—four daily trains linking Venice and Roodhouse, connection point for Kansas City-Bloomington (Ill.) trains.



Terry Cook



Jim Shaughnessy



Carol Ingles

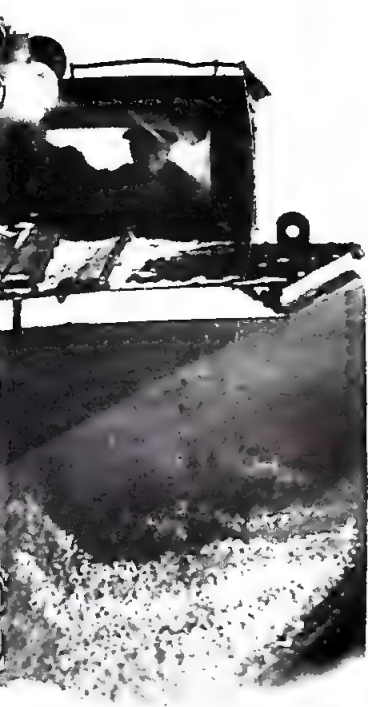
Don't let the cars' colors fool you—this is Amtrak train 9, the westbound *Twin Cities Hiawatha*, not a Great Northern train, rolling past 115th Street on the Milwaukee Road in Wauwatosa, Wis., in March 1972 as late-season ice coats the trees and bushes. This was the morning Chicago-Minneapolis train on the days when the triweekly Chicago-Bismarck-Spokane *North Coast Hiawatha* didn't run. By this time, the *North Coast Hi*, inaugurated in June 1971, combined with the Chicago-Minot-Seattle *Empire Builder* on the Washington state end (the *Hi* became a completely separate train in June 1973). Rear car *Appekunny Mountain*, one of six buffet-lounge-observations built by ACF for Great Northern's second lightweight *Builder* in 1951, trails a diner and some coaches painted in GN's 1967 "Big Sky blue" scheme.

Photo Section



Coming right at us at Hillman, Minn., on February 1, 1975, is Soo Line's Russell snowplow X-181, clearing the "Brooten Line" after fresh snow and strong winds had filled cuts again, erasing similar work after a blizzard on January 11. The 200-mile line, which cut diagonally southwest from Duluth-Superior to Soo's Minneapolis-Glenwood, Minn., main line at Brooten, served mainly as a shortcut for grain from the Dakotas and western Minnesota bound for transloading onto Great Lakes boats.

George A. Forero Jr.



Six-wheeler

versus

SNOW

The mail must go through, so a Reading yard goat lent a hand to a frozen-up doodlebug in 1942

By Bert Pennypacker



Very early on a cold December morning in 1942,

I awoke and gazed out the window of my home in Coatesville, Pa., to see a veritable torrent of fluffy snowflakes falling. They were burying the landscape of my hometown in a wonderland of whiteness. The time was 4:30 a.m., but I was compelled to dress and go out in that mess, for my job was to see that the mail went through, despite the weather.

As a recent high-school graduate, I had secured what was to me a dream job, and a great railroad adventure. I was a Christmas mail-rush helper aboard the Railway Post Office Coatesville to Reading, Pa., and back. This was my second year at this job, which lasted for only 10 days each season. But the postal pay was generous, and total working time each day came to a mere five hours for eight hours' pay, although I had to spend nine idle hours laying over in Reading. I put

those long hours in Reading to good use, however, by watching and studying the many train movements around Reading's historic Outer Station, which dated from 1874 and stood in the center of a mainline wye track arrangement.

Bundled up in my heaviest winter garb, I ventured outdoors and challenged the fury of the storm, quickly noticing that the wind had churned up a three-foot high snowdrift across the street in front of my house. I began to walk the five blocks to the Reading's Coatesville depot, not anticipating the unusual situation I would find there. I trudged through deep snow along the Lincoln Highway (Route 30), the main drag through town, where the only traffic was an occasional truck.

Since I resided at that time in a rooming house, I stopped along the way for a quick breakfast at Coatesville's only all-night eatery, named the Famous Restaurant. Now, in my opinion, the place should have been named Notorious, because its large pancakes were as thick and heavy as manhole covers, or so it seemed. Worse, I had found, sadly, that their chicken dinners were served with beef gravy!

Having finished my heavyweight breakfast, I plodded on westward and finally reached the Reading depot, where stood train 701's usual gasoline-electric motor train on a siding in front of the station. Then I heard some loud whistling, announcing the approach of a train. Expecting to see a yard switcher, I was surprised to see it was symbol freight train First RW-2, en route from Reading to Wilmington, Del.

A second surprise came as I saw that this train had been ably equipped to battle through the wintry conditions, for ahead of the doubleheaded class I-8sb Camelback 2-8-0 types was a snowplow to clear the way. I wish it had been daylight and that I'd had my camera handy, because this scene that greeted me would have made a wonderful photo. As RW-2's red caboose faded into the snowy distance, I turned my attention to the nearby doodlebug train.

The motor car, No. 67 (later 4067), was a 1929 product of the J. G. Brill works in Philadelphia. It was 75 feet, 6 inches long and weighed 80 tons. Its power plant was two Brill gasoline engines totaling 500 horsepower, enough to haul two additional cars. No. 67 had four compartments: the engine-generator section, a 15-foot Railway Post Office compartment, a baggage room, and a coach section that accommodated 30 passengers on black leather seats. The power car pulled trailer coach 90, a relatively short car measuring only 56 feet 8 inches in length, with plush upholstered seats for 73 passengers. Serving the upper half of Reading's 64.7-mile Wilmington & Northern branch, trains 701/710 provided the line's only passenger service and attracted very few patrons, their principal reason for existence being the mail contract. Although less expensive to operate than steam trains, these motor trains were proving to be unreliable, with frequent breakdowns that required steam-train replacements.

Standing there in the snowy pre-dawn darkness, the motor train made a pretty sight with its red marker lamps glowing brightly and light from the coach windows casting shadowy

The 20 B-9a's, built 1916-18, were the Reading's longest-lasting tender-equipped 0-6-0's, some sticking around until 1952. To the author on that snowy morning at Coatesville, the 1469 must've appeared something like sister 1458 in this illustration by Chuck Braasch, based on a photo from the Harold K. Vollrath collection.





J. Harold Glesse

Pennsy's four-track stone-arch viaduct soared above the Reading's modest frame buildings and cinder-ballasted tracks at Coatesville.

forms on the exterior whiteness. As I walked toward the head end, I spied a steam locomotive that seemed to be coupled on. Furthermore, the engines of the motor car were not idling as they should have been. The locomotive was one of our Coatesville yard switchers, class B-9a 0-6-0 No. 1469, with a rear cab (as opposed to a Camelback, common on the Reading) that was tightly enclosed in heavy canvas storm curtains as protection from the weather.

Reading's largest and most powerful six-wheelers, engines 1451-1470 were built at the company shops during 1916-18. They had 55½-inch wheels, a weight of 169,800 pounds, and a tractive force of 41,695 pounds. The 1469 was among six or so assorted 0-6-0's that worked Coatesville's yards and adjacent steel mills. Her regular daytime assignment was the heavy job down at the Luria Brothers scrapyard, a short distance south of town at Modena. Each evening, she also became a pusher engine for the two sections of symbol train WR-1 as they climbed the 5-mile, 1-percent grade when leaving town. But now, the 1469 was being conscripted for what might have been the most unusual job of her long career.

When I approached the 1469 for a closer look, I encountered Sam Rice, train 701's regular engineer, as he climbed down from the 0-6-0's cab. Of course, my immediate ques-

tion was, "What's going on?" His answer came quickly, conveying the news that motor car 67 had frozen up during the night and could not be started. The exact trouble was in her two fin-and-tube type radiators, which lay flat atop the roof above the engine room. So, the dispatcher in Reading had instructed the Coatesville yardmaster to have the 1469

The bucolic character of Reading's W&N Branch is evident in a view at Brandamore, 6.8 miles north of Coatesville, on a pleasant, snow-free day in March 1946.



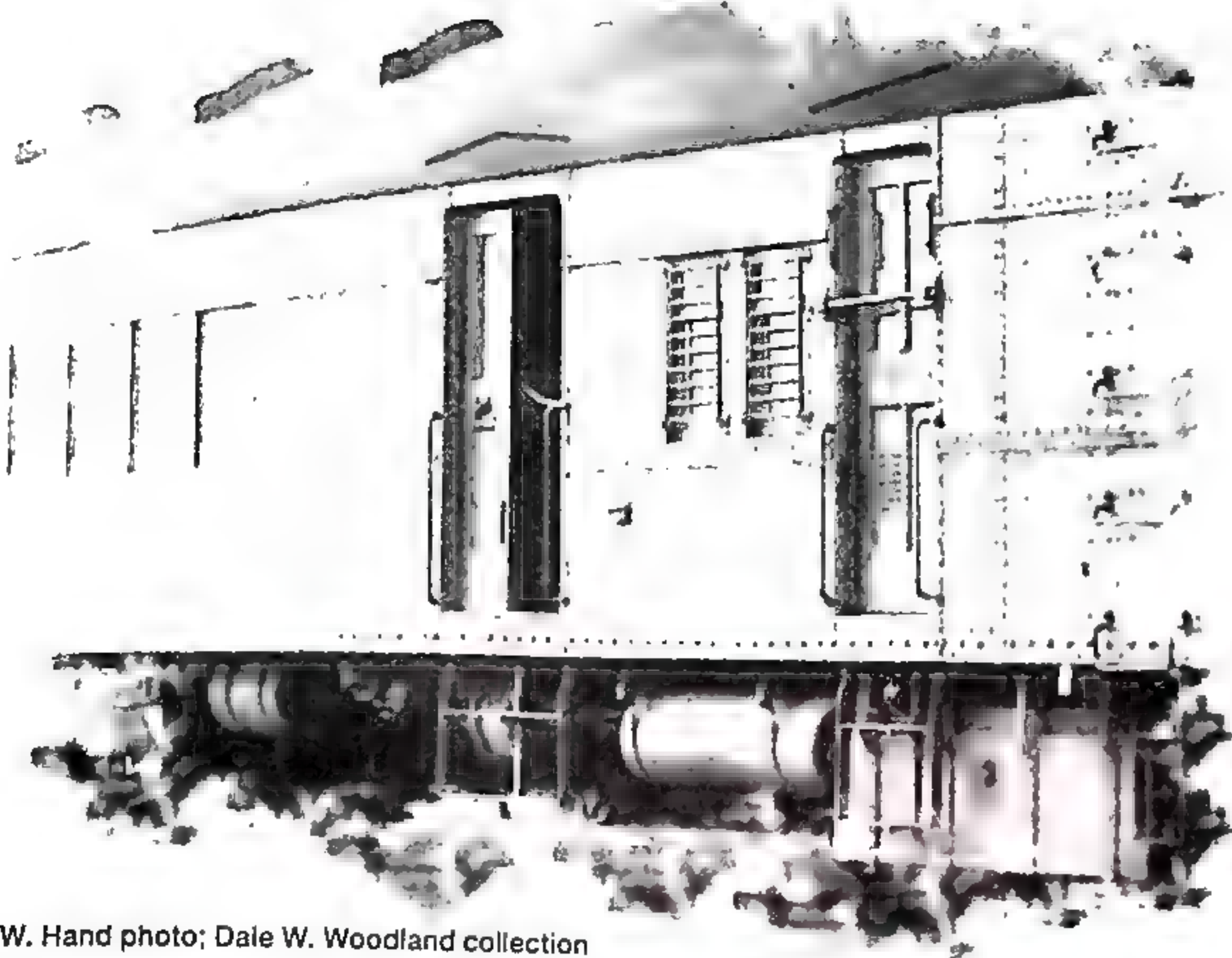
haul the dead train up to Reading.

Well now, at this news, my excitement knew no bounds as I walked back to my working area in the RPO compartment. Here I was, not only a mail clerk aboard a train, but also I had suddenly become a participant in a most extraordinary emergency train operation. After all, how often would a six-wheeler be called on to haul a passenger train through a snowstorm? More important, could she make it all the way to Reading?

When confronted with a dead motor car, an obvious first choice for the railroad might have been to send a substitute train down the W&N branch, but that would take hours to accomplish. Therefore, the next (and probably better) choice was to assign the emergency job to the switch engine. Moreover, freight RW-2 had just come down the branch with a plow, so the track could be expected to be reasonably clear of snowdrifts.

Feeling glad to escape the weather, I climbed aboard and went to the RPO section. Inside, the train was a peaceful place of bright lighting and toasty warmth. The mail truck soon arrived from the post office, bringing both the mail for the train and the chief clerk, Andy Markowski. We quickly set to work opening the pouches and sorting the mail. Andy's job was at the lettercase, distributing letters into many of its 150 pigeonholes. I did most everything else, including tending the door at the train's 11 station stops. The small, 15-foot RPO section was cramped and lacked a work table, so I had to work on the floor.

As we worked away, a second batch of mail arrived by truck. Most of that load actually was transfer mail from three Pennsylvania Railroad trains on its busy main line through Coatesville. They were 605, a Harrisburg local; train 13 from New York, the *Southwestern Mail*; and 580, the *Southern Express* from Erie. Everything on the Pennsy was right on time despite the weather, and all these connections were made reliably every day, something hard to imagine today. In fact, for many decades, this little train connected Pennsy and Reading's busy mail routes by way of obscure rural towns and villages, like going from nowhere to nowhere by way of absolutely nowhere.



John W. Hand photo; Dale W. Woodland collection

Author Pennypacker spent most of his snowy 1942 trip to Reading working on the floor in the 15-foot RPO section of doodlebug No. 67.

We completed our terminal mail work as the departure time of 6:13 a.m. neared. My great adventure was about to begin! Conductor Oscar K. Halteman swung a grand high-ball signal with his electric lamp, the soprano-pitched engine whistle emitted two short blasts, and our makeshift train lurched into motion.

We ran only a short distance to clear the siding switch, then stopped beneath one of the towering arches of the Pennsy's huge stone viaduct that spanned the Brandywine valley. Brakeman Benny Morgan closed and locked the switch, and then we were off and running on the 40-mile journey to Reading. The meandering path of the single-track, cinder-ballasted branch led up the ever-twisting valley of Brandywine Creek, then over the Welsh Mountains for a total of 30.5 miles before reaching Reading's main line in the Schuylkill valley at Birdsboro. From there, it was just 9.5 more miles into Reading.

Although the usual maximum speed on the W&N was a leisurely 30 mph, the best gait our little six-wheeler could attain was less than half that. I had asked Engineer Sam Rice how fast he could go with the 1469, and he'd explained that a swaying speed of the engine was OK, but if she began to buck back and forth, the danger of a derailment was at hand. So we slogged along at a snail's pace through the blizzard, the high-pitched whistle wailing for the many grade crossings.

I was enjoying this unusual ride immensely, and we had lots of time to loaf between station stops. Many of these were at lonely countryside road crossings, and I wondered if the men who brought the mail from their small post offices would even be on hand to meet our now very late train. Perhaps they had been informed by phone about the situation. The train made a rather long stop at Elverson in order to add water to the 1469's small, slope-backed tender, which held only about 3500 gallons.

Converted to a diesel-electric and renumbered 4067, Pennypacker's doodlebug arrives at Reading Outer Station on April 9, 1949, on the last run of train 801 from Slatington, Pa.

We had departed Coatesville in complete darkness, but as our little engine chuffed on, occasionally bucking small snowdrifts over the track, the half light of a dawning day offered lead-gray skies above the snowy landscape. The cascade of falling flakes finally began to lessen as we neared Birdsboro, where we made another long stop to take on more water.

After Birdsboro, the storm waned as we charged west on the main line. Soon we rounded the big horseshoe curve at Neversink Mountain and Klapperthal Junction, the beginning of the Belt Line freight route around the city of Reading.

We made the Franklin Street Station stop, then went on to the end of the run at Outer Station. The storm had gone its way, and a section labor crew was shoveling the last of the accumulated snow off the exposed portions of the station platforms.

We had arrived about 10 a.m., some two hours late, meaning we had covered the 40 miles from Coatesville in four hours, an average speed of just 10 miles an hour.

Our unusual little train arrived on the mainline side of Outer Station, not its usual track. A hostler was on hand to take the consist to the roundhouse, after which the motor car would be headed to the shop. We did not see her again for many months. Later, when that gasoline-electric car was fitted with new Cummins diesel engines, she became quite reliable, with few problems or breakdowns.

Meanwhile, back at Outer Station, our train crew regularly took the equipment of train 701 on to Lancaster as train 901 via the Reading & Columbia Branch. Hence, upon our arrival at Outer Station, there was a steam train waiting to substitute for the disabled motor consist. The locomotive was the 579, an L-3se Camelback Ten-Wheeler, and the consist was a combine, a full coach, and a baggage-RPO mail car with a 30-foot mail section staffed by two regular clerks and a Christmas helper.

That afternoon, for our return trip, we got that same consist. Oh, happy day! I was overjoyed to have 30 feet of working space and a nice large work table. For me, that was sheer luxury after working on the floor in the 15-foot compartment of the motor car.

Memories of that highly unusual run through the snowstorm of more than six decades ago remain strong after all these years, reminding me of how the resourceful Reading Company acted to solve a problem. ■

John W. Hand photo; Dale W. Woodland collection



Arizona



Santa Fe rotary plow 199361 creates its own snowstorm as it clears the yard tracks at Williams on December 24, four days after the blizzard had subsided.



aftermath



A southern Californian got a rare look at winter railroading when he headed east on the Santa Fe main line after a blizzard

By Gordon Glattenberg • Photos by the author

On Christmas Day, 1967, six units—an SD40, SD24, RSD15 "Alligator," and three GP30's—are just east of Flagstaff with an eastbound freight heading down-grade toward Canyon Diablo.



Snowstorms are not unusual in northern Arizona. The elevation in the area around Flagstaff, Williams, and the Grand Canyon's South Rim averages 7000 feet, and every winter brings cold and some snow, but usually nothing like the depths typical of Donner Pass or the Cascades.

However, in early December 1967 a winter storm formed in the Gulf of Alaska and followed the Pacific coast to southern California, where it dumped heavy rain. It then headed east, and for 10 days the snowfall across northern Arizona, New Mexico, and west Texas was unrelenting. Thirty-nine deaths were reported, and the Hopi and Navajo reservations were isolated, requiring rescue missions by Air Force helicopters, which also dropped feed for livestock.

Most transportation in the area was paralyzed, with Interstate 40 and most other roads closed throughout the storm. The Santa Fe

Railway's main line across the Arizona Divide (what BNSF now calls the "Transcon") was also shut down for a time, but the use of two rotary snowplows kept trains moving the rest of the time, albeit with delays.

The storms subsided around December 20, and my employer shut down for the holidays at about the same time, so I headed east from my home in San Gabriel, Calif., on the 23rd to see what I might find in Arizona. Crossing the Mojave Desert between Barstow and Needles, Calif., I noticed snow on many relatively low hills. At Needles, train 17, the *El Capitan*, was leaving in mid-morning

Delayed by the snow to the east, Second 17, the Los Angeles-bound *El Capitan*, makes an unusual daylight appearance just west of Needles, Calif., on December 23. Behind the last Hi-Level car (one of the two tapered-side prototypes built in 1954), a pair of GP30's helps the A-B-B-A F units up front recover some time on the grade out of the Colorado River valley.



Southern Pacific steam-powered rotary plow SPMW 208, borrowed by the Santa Fe to fight the Arizona blizzard, is seen at Kingman, Ariz., on December 23. Its AT&SF work done, the plow is being hauled back to Roseville, Calif., to await a call to duty in its usual bailiwick: Donner Pass.



The final task in Arizona for Albuquerque-based plow 199361 (built in 1959 from a 4-8-4 tender and an 1892 Cooke rotary) was to clear the yard tracks at Williams on December 24. Propelled by a GP30 and two GP35's, the rotary put on a dramatic show for photographer Glattenberg, who found himself on the receiving end of the plow's efforts at one point (right). The plow took a break as eight EMD's rolled by the depot with a train from Phoenix (above right). Today, BNSF freights pass here, sharing the scene with Grand Canyon Railway passenger trains.





instead of its scheduled 2:05 a.m.—8 hours late. Two GP30 helpers pushed on the rear to make up some time on the 30 miles of 1.5 percent grade to Goffs.

The next surprise was waiting at Kingman, Ariz., where a westbound extra with SPMW No. 208 was halted in front of the station. This was Southern Pacific's last steam-powered rotary, on its way back to Roseville, Calif., after helping to open Santa Fe's main line! I have since wondered whether anyone photographed it crossing the Tehachapis.

Up into snow country

Going east across Arizona, the highway and railroad climb steadily for 220 miles, from desert at an elevation of 400 feet at the Colorado River to pine-covered mountains at 7000 feet at Riordan, just west of Flagstaff. From that summit they descend to desert at Winslow, 4850 feet above sea level. I first found snow just east of Kingman, and the ground was fully snow-covered from Seligman eastward, with the depths increasing to the summit. The official snow depth at Flagstaff was 89 inches, and I expected it to diminish on the descent toward Winslow.

But there was yet another surprise: As I headed east, the snow continued to get deeper, with drifts towering above my car near Canyon Diablo. On my arrival at Winslow around noon on a sunny day, the temperature was 21 degrees F., the coldest daytime temperature of my trip.

Road conditions didn't lend themselves to chasing trains, so my photography consisted of driving to scenic spots and waiting for a train, which rarely took long. Fortunately for this spoiled Californian, the picture-taking conditions were surprisingly good, with no clouds and little wind.

By December 24, trains were mostly operating on time, although a 45-minute maintenance window backed up five eastbounds just west of Flagstaff. The line was busy back then, but its freight traffic didn't compare with the intermodal volume, or train frequency, of today's Transcon. One distinctive operation at the time was a daily unit coal train for Kaiser Steel that ran from the mine at York Canyon, N.Mex., to the mill at Fontana, Calif., using mid-train helpers most of the way.

In addition, there was still a respectable



amount of passenger traffic. Albuquerque Division Timetable No. 10 showed five trains scheduled in each direction on the main line: the *Fast Mail/Express*, *Grand Canyon*, *Chief*, *San Francisco Chief*, and *Super Chief/El Capitan*. The latter train ran as two sections during the summer and Christmas holiday seasons, and it was one of those sections that I'd seen leaving Needles. There were also daily trains on the branches from Phoenix and Grand Canyon that connected with mainline trains at Williams Junction. The *Super/El Cap* schedules survived to become today's Amtrak trains 3 and 4, the *Southwest Chief*.

A few blue-and-yellow F units were still in use on work trains, and Alco road power was still in evidence, hauling both freight and passenger trains. However, the vast majority of locomotives on the through trains were EMD's, with Warbonnet F's on most passenger trains and fairly new SD45's at the top of the freight-power food chain.

When I arrived on December 23, the main-line tracks were open and the railroad was cleaning up around the edges, with section gangs still busy and an occasional Jordan

spreader in evidence. That evening, while warming up in the station at Williams Junction, I heard a crew planning their final cleanup job: Clearing snow out of the yard at Williams (now the southern terminal of the Grand Canyon Railway).

Front row for the rotary show

The next morning was bright and sunny, and Santa Fe rotary snowplow 199361 was sitting in the Williams yard on the point of three units, two GP35's and a GP30. This plow was normally based in Albuquerque, since Jordan spreaders and a wedge plow usually were able to deal with the snow in Arizona.

There were a half-dozen tracks to clear, and as the plow began working, the only noise was the diesels that pushed it and also supplied the electric power to drive the rotor. While the sound was ordinary, the sight of the huge plume of snow was spectacular. I stayed on the sunny side while taking pictures, as the snow was blown away from me. Eventually, though, I was in a plowed-out slot with the rotary approaching and blowing snow to my side! There was nothing to do but

In a feast for the eyes and ears, seven Alco RSD15's roar toward Flagstaff at the head of a unit coal train on December 24; partway back in the consist, three more "Alligators" and a lone EMD SD24 lend a hand as mid-train helpers. The daily train is bound from Kaiser Steel's mine at York Canyon, N.Mex., to the company's mill at Fontana, Calif. York Canyon supplied power plant coal for years after Fontana shut down, but closed recently.



Although F7 2300 and its mate appear to be snow-bound at Flagstaff, they're in fact switching cars on a siding. The two main tracks, dirty from the passage of trains, are in the foreground. This local and four other eastbounds were held west of town for a time on December 24 while maintenance crews cleared the tracks.

By Christmas Day, the railroad's operations across Arizona were nearly back to normal. Coming and going views from a bridge east of Flagstaff show four Warbonnet F7's with train 1, the Chicago-Amarillo-Oakland *San Francisco Chief*, racing toward the Bay Area.





take the pictures and then crouch down and let the plow pass by. As it did, the fireman leaned out of the first diesel cab and said, "Wet, isn't it!"

My car at the time was a 1966 Dodge Coronet, with a 318-cubic-inch V-8, three-speed manual transmission, and a limited slip differential. Despite a scary moment trying to

climb a motel driveway, I never had to put chains on the tires.

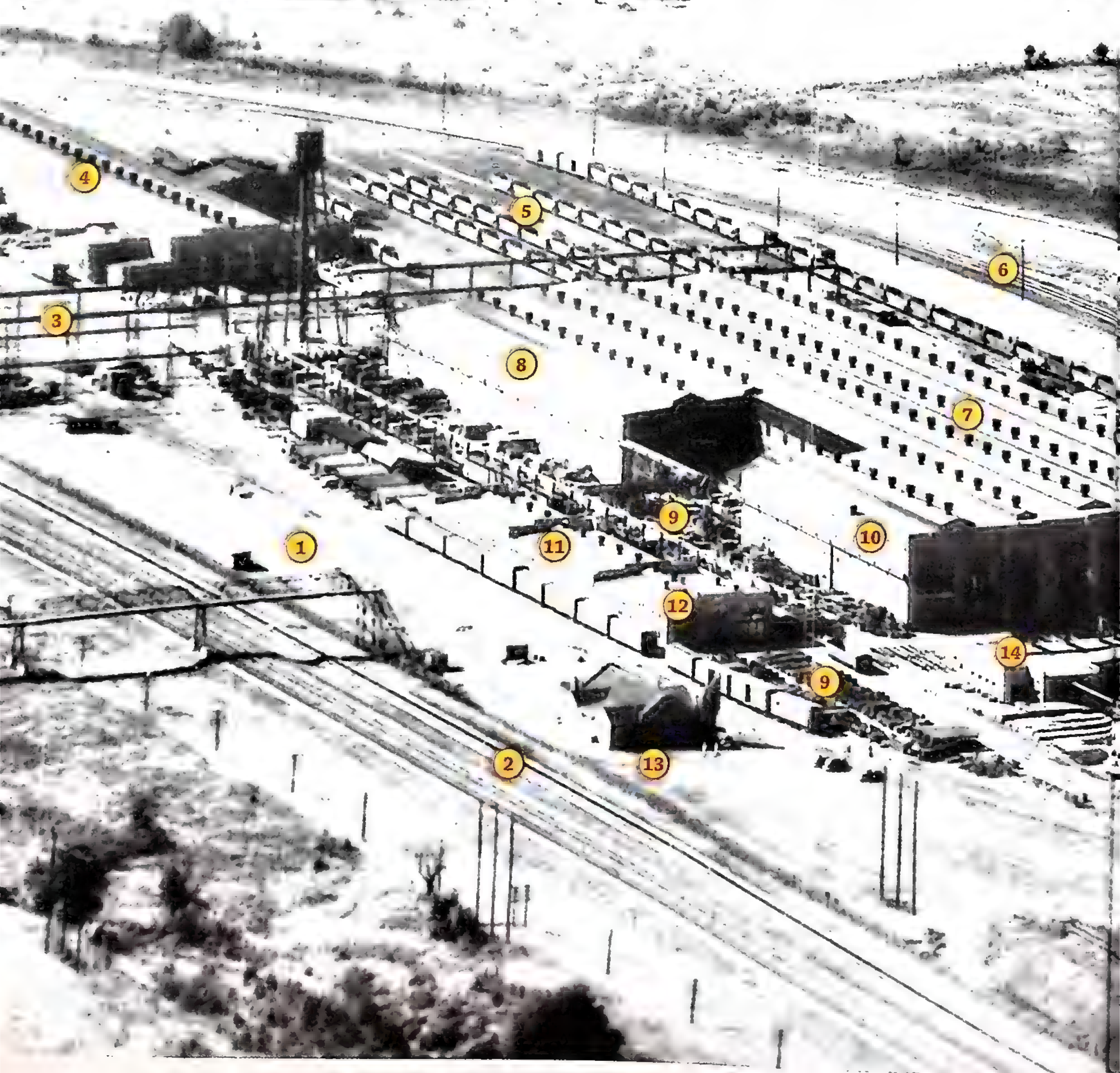
By the time I'd arrived in Arizona, snow was melting during the days and freezing at night, so the car's wheels would be frozen to the ground each morning. On starting, I would let out the clutch, and the wheels would break free with a nasty crunch. Other cars without a limited slip could be seen with one wheel spinning wildly.

One morning in Williams, I backed out of the parking space with the usual crunch, but the car wouldn't move forward. Investigation revealed ice frozen around the parking-brake cable. A few minutes' chipping had me under way for the day's adventures.

On December 26 I headed for home, with a detour through Las Vegas. Upon reaching Seligman, I found the snow had already turned to slush, and in Las Vegas I marveled at how comfortable it was to walk on dry sidewalks!

As I returned home, I was filled with memories of the deep snow and the first rotary snowplow I'd seen in operation (to this day, still the only one). In retrospect, though, witnessing Santa Fe's passenger fleet just 3½ years before Amtrak started, as well as seeing the parade of freights behind blue-and-yellow diesels, were equally memorable. ■

Three SD45's, the top freight power on the Santa Fe in 1967, roll boxcars east across the desert at Sunshine, Ariz., on December 25. Because of the storm, airlifts were required to drop hay to feed sheep and cattle on the Navajo reservation in this area.



Key C&O facilities

Raceland, Ky., car shop

To handle maintenance and repairs on its substantial hopper-car fleet, coal-hauler Chesapeake & Ohio in 1930 built this systemwide freight-car shop at Raceland, Ky., at the west end of its massive Russell Yard, a facility built to classify coal cars moving west to Cincinnati and Chicago, as well as north to Lake Erie docks for forwarding by boat. At the time of this October 1946 photo, C&O owned 60,000 coal hopper cars. Cars moved east to west during repair at Raceland. Depending on the nature of repair, the cars were stripped and moved from one station at the shop to another. Steel hopper cars needing simple repairs (e.g., renewed side sheets or slope sheets) had them cut away outside by torch-welding carmen called "burners." After new steel was installed inside, the cars were spray-cleaned and prepped outside before moving into the paint shop for a coat of gloss black. Raceland also handled other car types, from boxcars to cabooses, and even in today's bathtub-gondola-car era for coal-hauling, still builds and repairs cars for C&O successor CSX Transportation.

- 1 Employee footbridge at Milepost 527
- 2 Main line, Cincinnati (left) to Russell (right)
- 3 Overhead traveling crane
- 4 Paint shop
- 5 Storage for cars awaiting repairs
- 6 Pull-out track
- 7 Steel-car shop
- 8 Fabricating shop
- 9 Parts storage
- 10 Truck shop
- 11 Storeroom
- 12 Office
- 13 Commissary
- 14 Wheel shop
- 15 Electrical substation
- 16 Power house
- 17 Tracks to rivet-burning shop
- 18 Lumber shed
- 19 Employee footbridge to parking area

Photo for C&O by George Jay Morris, from John B. Corns collection. Research: John B. Corns, Jerry Ballard, Jerry Doyle, and Mac Beard and Kevin Holland of the C&O Historical Society.



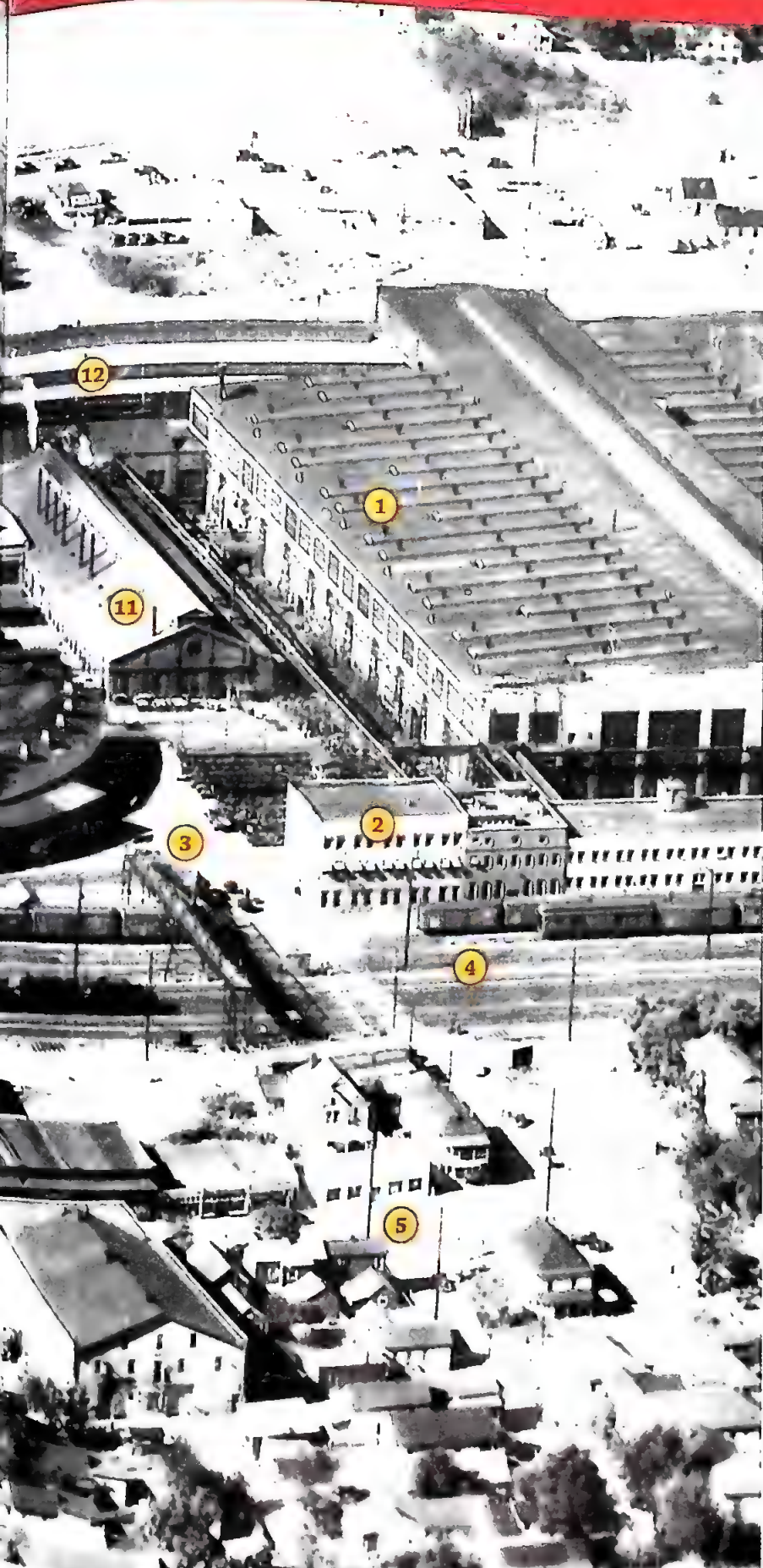


Photo for C&O by George Jay Morris, from John B. Corns collection. Research: John B. Corns, Jerry Ballard, Jerry Doyle, and Mac Beard and Kevin Holland of the C&O Historical Society.

Huntington locomotive shop

Collis P. Huntington, one of the "Big Four" investors in building the Central Pacific portion of the 1869 transcontinental railroad, in the 1880's tried to establish a true coast-to-coast railroad, part of which was the C&O, building from Tidewater Virginia west across the Allegheny Mountains. In 1872 construction ended at Huntington, W.Va., a point named in his honor. Here, a large locomotive shop was built. It was expanded and modernized through the 19th century, again in 1911-13, and yet again, with all new buildings, during 1926-29. The 16-stall roundhouse housed local switchers and locomotives having been repaired in the 13-bay backshop next door. All C&O steam locomotives were repaired here, as well as visitors from other roads, notably Seaboard Air Line. One of C&O's two passenger-car shops (the other was in Richmond, Va.) was right next door. The locomotive shop was converted to repair diesels in 1954. C&O's mechanical department moved here from Richmond, Va., in 1960, and in the 1970's under Chessie System, Baltimore & Ohio's and Western Maryland's joined them. Today, CSX's main diesel repair shop is in Waycross, Ga., but Huntington still handles the system's fleet of EMD units. Not far out of this October 1946 photo to the right are the power house (just east of the erecting shop) and the paint or coach shop, closer to the main line.

- 1 Erecting shop
- 2 Administration offices
- 3 Employee footbridge
- 4 Double-track main line, Russell, Ky. (left) to Charleston, W.Va. (right)
- 5 8th Avenue
- 6 16-stall roundhouse
- 7 Frame for new water tank
- 8 Steel water tank
- 9 300-ton coal dock
- 10 Boiler shop
- 11 Blacksmith shop
- 12 Tender shop ("tank shop")
- 13 Baltimore & Ohio line, Kenova (left) to Parkersburg, W.Va. (right)
- 14 Employee parking lot
- 15 5th Avenue
- 16 "Hill track"





Photo for C&O by George Jay Morris, from John B. Corns collection. Research: John B. Corns, Jerry Ballard, Jerry Doyle, and Mac Board and Kevin Holland of the C&O Historical Society.

Parsons Yard, Columbus, Ohio

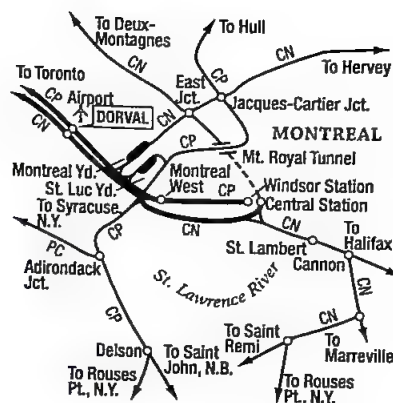
Located east of Parsons Avenue on a northwest-southeast alignment on the city's southeast side, Parsons Yard was built in the early 1900's by the Hocking Valley Railway to replace a downtown yard. C&O, seeking a Lake Erie outlet for its West Virginia and Kentucky goal, by 1911 gained control of HV but had to reach it over another railroad. Not until 1927 would C&O finally finish construction of its own Northern Division line from near Russell, Ky., to Columbus. Hocking Valley 2-8-2's, 2-10-2's, and 2-6-6-2 Mallets were joined by bigger C&O 2-8-2's, 2-8-4's, 2-10-4's, and huge 2-6-6-6 Alleghenys. Parsons' roundhouse stalls were lengthened, and a 115-foot turntable was installed. Sturdy 0-8-0's worked Parsons for HV and C&O. Steam was retired here in 1952 in favor of EMD F7's and Geeps. Today, CSX relies on GE diesels for Ohio-bound coal trains, but Parsons, which sees 15 a day, also hosts trains of coke, iron ore, mixed freight, grain, aggregates, and molten sulfur. The Conrail split has added trains; 10 CSX yard jobs and pullers work 24/7 on Parsons' remaining tracks; 14 roundhouse stalls still stand, but most are in use by another firm. The turntable spins the occasional diesel. A large "Transflo" terminal has grown here. The old HV carshops (out of this fall 1946 photo to the right) are razed or leased, but behind the yard office CSX has a light-repair shop.

- 1 27-stall roundhouse, built 1920
- 2 115-foot turntable
- 3 Shopcraft workers' restrooms, dining
- 4 Boilermakers' room
- 5 50,000-gallon wood water tank
- 6 Section-hand (MofW) buildings
- 7 Columbus terminal office building
- 8 Buckeye Steel Castings
- 9 Main line to Toledo (left), Kentucky (right)
- 10 600-ton Fairbanks-Morse coal dock
- 11 210,000-gallon steel water reservoir
- 12 750-ton sand tower for mainline engines
- 13 Ready tracks
- 14 Cinder pit
- 15 Hostlers' shanty
- 16 Storeroom
- 17 Boiler house
- 18 Pump house, 210,000-gallon water tank
- 19 Mechanics'/foremen's/clerks' office
- 20 Corr Road





The adjacent Canadian National and Canadian Pacific Dorval stations provided great train-watching vantage points. The first train I photographed on my April 19, 1974, visit was an eastbound CP commuter with four RDC's (left). My photo later of CN's westbound *Super Continental* (above), behind matched FP9's, shows the two stations' proximity. While not as exciting as the MLW/Alco FPA4's I saw on Toronto or Ottawa trains, CN's FP9's on the transcontinental train were easy on the eyes, nonetheless. Dorval today remains a great spot for a railfan to visit, with frequent CN and CP freight action plus VIA Rail Canada passenger trains (on CN) and AMT commuter runs (on CP).



One day at . . . Dorval, Que.

By George W. Hamlin • Photos by the author

The time was spring 1974. Maps of the Montreal area confirmed what I'd seen briefly on a family trip there six years before, that both the Canadian National and Canadian Pacific lines to the west paralleled each other and ran adjacent to Dorval Airport, the city's big commercial facility located in the "West Island" portion of the community. The railways had adjacent passenger stations at Dorval, and the tracks were visible in the distance from the airport terminal building.

I was eager to return, but not wanting to experience the full rigor of a Montreal winter on an initial reconnaissance visit, I chose April 19 to go. Spring was on the way when I left New York's JFK airport, but it was not as far along in Quebec, judging by the ice in the St. Lawrence River I saw as we landed. Nonetheless, the day turned out to be sunny with relatively pleasant temperatures.

As I exited the Customs area and headed upstairs in the terminal, I saw an eastbound suburban train on the CP with its distinctive lightweight coaches. A modest walk, through what seemed like portions of a freeway interchange, put me on the platform for the next CP eastbound, this one with four RDC's.

Most of the rest of my visit was spent across the tracks at the CN station, where there was more to see and photograph. Passenger trains to Ottawa and Toronto were headed by FPA4 cab units, something that couldn't be seen in the

U.S. I also saw my first "wide" or "safety" cabs, of both EMD and Alco/MLW provenance, a design that wouldn't show up in large numbers in the U.S. for years to come.

The CP could be observed well from the CN platforms. A fine railroad tradition was still evident in the form of white extra flags on freights. A highlight was meeting the late Guy Chartrand, later the head of Canada's Transport 2000 advocacy group. On many railfan trips you see local fans, but they generally keep to themselves. Guy, on the other hand, went out of his way to make a visiting "Yank" feel welcome, and his infectious enthusiasm for both railroads and passenger trains in particular helped the time between trains pass quickly.

The last train I photographed was, for me, the highlight—CP's *Canadian* in all its stainless-steel glory. At a time when Amtrak was fielding motley consists from various sources, CP No. 1, even as a relatively short off-season consist, was as close to perfect as a North American passenger train could be in 1974. CP's attention to its appearance was evident: the cars gleamed and the trailing unit was freshly painted.

After shooting the outbound *Canadian* passing a classic wooden caboose and departing Dorval, it was time to go back to the States. No walk this time—Guy dropped me at the door, and I returned on the same Air Canada DC-9 that had brought me to Montreal that morning.



A GP40-2 with a "wide" or "safety" cab (left) leads an SD40 on an eastbound Canadian National freight. The cab design, developed in Canada, wouldn't be seen in large numbers in the U.S. for years to come.

Although the maroon-and-gray paint scheme on CP RS3 8452 leading a local freight was faded, and in the later "script" lettering, it's always been a pleasure for me to photograph such "traditional" railroad subjects.



Its consist swollen with airline passengers displaced by a strike by airport firefighters (which limited aircraft movements to relatively small planes), CN train 61 for Toronto glides in to Dorval station to load a sizeable group of passengers. Motive power is something I couldn't see in the U.S.: a Montreal-built, Alco-design FPA4 cab unit, trailing a GM F9B and an MLW FPB4. Some of the coaches on the train, including the rear three, are of "Canadian flyer" design.

Montreal Locomotive Works during 1973-77 built 92 M420's featuring its "safety cab" (a design quickly adopted by fellow Canadian builder GMD), two of which lead a midday eastbound CN freight during my visit. Many M420's survive today on short lines.

Another "traditional" railroad practice I witnessed was the flying of cloth white flags on "extra" trains, evidenced on Canadian National 5041 West (right), in the charge of two of CN's 241 "conventional" SD40's from the 1967-71 period, rolling through Dorval.





The highlight of my visit, photographically, was the last train I saw—CP's westbound *Canadian*, train No. 1, as it cruised into its Dorval stop and passed a classic wooden caboose on a local freight. The train was gleaming. Later, Guy Chartrand advised me that the fresh paint job on the trailing F9 did not last long, for the unit was wrecked on its return eastward trip leading train No. 2.

1968: Bright colors, steam-ups, a dark day



CP GOES MOD: Canadian National changed its image in 1961; now it's CP's turn. Billing itself as the "world's only total system for moving people, things, ideas, and information," Canadian Pacific unveils a new look for its diverse operations. The railway becomes "CP Rail," with bold colors and the new "multimark" logo replacing the old liveries and shield herald. Scale models present preliminary colors, some of which are soon changed ("Action Red" replaced black on locomotives, for instance).

TRAIN-OFFS: Among the name trains to roll into history in '68 are the *Flying Crow* (KCS), *Lark* (SP), *FFV* and *Sportsman* (G&O), *El Pasoan* and *Chief* (ATSF), *Yampa Valley* (DRGW), *Copper Country Limited* (MILW and Soo), *Golden State* (Rock Island and SP), and *Green Diamond* (IC). Signal-system changes slow MILW's *Hiawatha* to 79 mph.

CP Rail



Victor Hand

PASSENGER UPS AND DOWNS:

Canadian National's Hawker Siddeley-built *Tempo* cars go to work on Toronto-Sarnia (Ont.) and Toronto-Windsor (Ont.) runs in June. CN scores again in December when United Aircraft Turbotrains enter Montreal-Toronto service. In the U.S., the 50 Budd *Metroliner* M.U.'s, due to go into New York-Washington service in October '67, remain sidelined with a host of problems.

STEAMING UP: Ross Rowland's High Iron Co. overhauls Nickel Plate 2-8-4 759 at N&W's ex-NKP roundhouse at Conneaut, Ohio (left). August 30 break-in runs are followed by fantrips leading up to 1969's *Golden Spike Centennial Limited*. . . Southern Railway trades two Alco RS3's to East Tennessee & Western North Carolina for ex-SR 2-8-0's 630 and 722; Steam Tours, Inc. rebuilds Reading Co. Iron Horse Ramble alumnus 4-8-4 2102; Clinchfield resurrects ancient 4-6-0 No. 1; and steam dies on the Magma Arizona.



G. W. Hockaday

LAST BIG BID: Alco answers EMD's SD45 of 1966 with its own 3600 h.p. bruiser, the C636. Only three roads—PC, SP&S, and IC—buy any (Morrison-Knudsen gets demo trio 636-1, 2, and 3, seen leaving Schenectady on Delaware & Hudson on November 26), so production ends in November after just 34 units. . . . Also new in '68: Alco's C415 switcher, GE's U23B, and EMD's F45 cowed freighter and GP39/SD39 family. Santa Fe retires its PA's after selling four to the D&H.

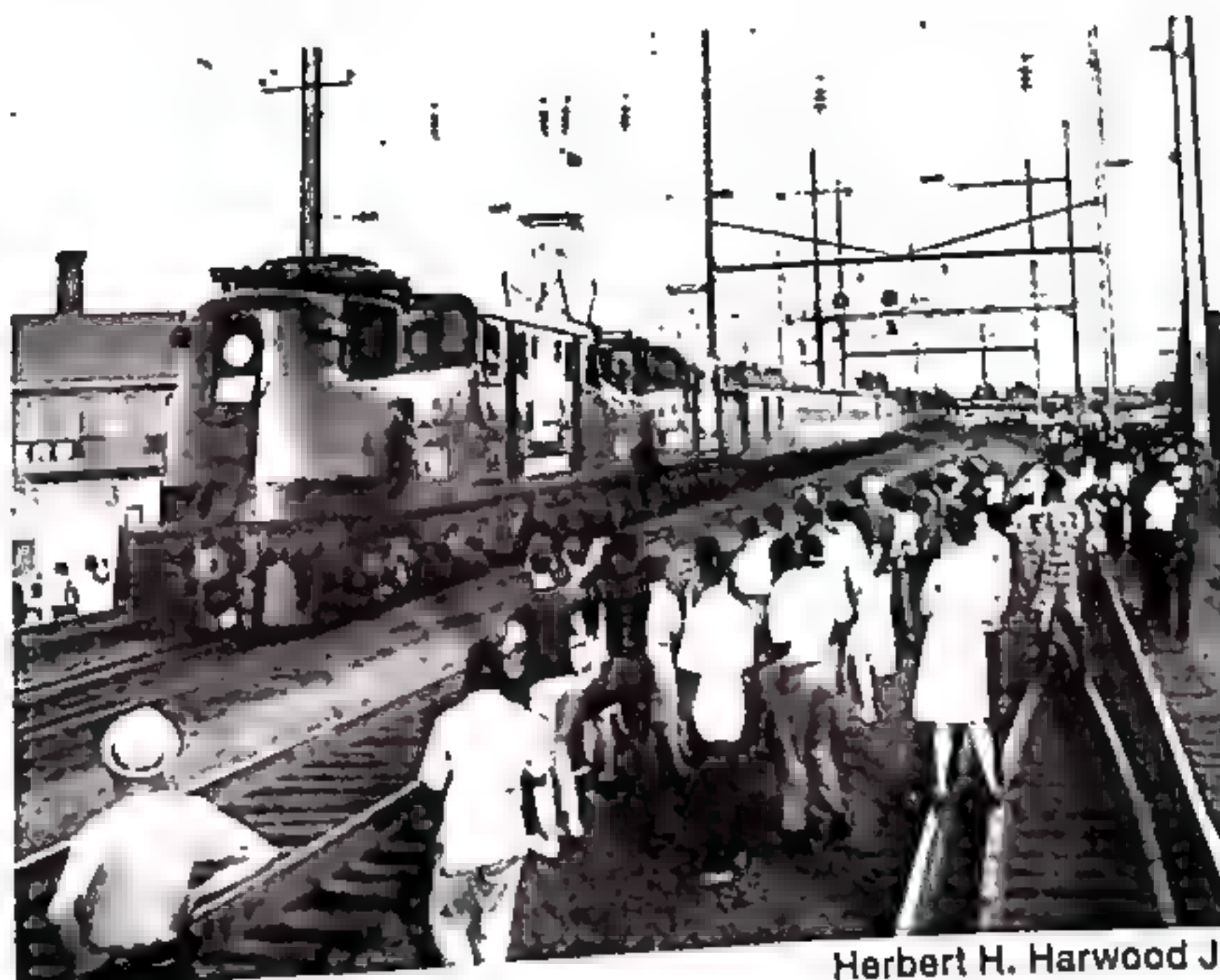
MERGERS, ETC.: The Pennsylvania and New York Central become the 20,530-mile Penn Central February 1. . . . Norfolk & Western, through subsidiary Dereco, acquires control of Erie Lackawanna on April 1. . . . The Burlington Northern merger, set for May 10, is put on hold by a last-minute Supreme Court ruling. . . . Chicago & North Western absorbs 1411-mile Chicago Great Western on July 1. . . . Scrappy Tennessee Central runs its last train on August 31 and is then divided among Illinois Central, Louisville & Nashville, and Southern Railway.



J. Huber Leath photo; Kurt Bell collection

GONE HOLLYWOOD: Pennsy 4-4-0 1223, on lease to tourist-hauling Strasburg Rail Road, becomes "NYC&HR No. 15" for the movie *Hello Dolly*. Filming takes place in June around Garrison, N.Y., on the ex-NYC. Also in June, two steamers are at Grand Central Station, Chicago, for *Gaily, Gaily*.

BLACK IS FITTING: Four-month-old Penn Central performs a solemn duty on June 8. GG1's 4901 and 4903, in fresh PC black, head a 21-car special carrying the body of slain Democratic presidential hopeful Sen. Robert F. Kennedy, 1000 family guests, and 150 media people from New York to Washington. Crowds of mourners on the right of way—two of whom die when struck by another train—and other delays turn the scheduled 4-hour trip into an 8-hour ordeal.



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The Way It Was

Inspired by steam

Kind railroaders introduced a machine-minded boy to the world of locomotives



Jim Shaughnessy collection

I was always fascinated by machines. When I was a boy during the Depression, the most impressive machinery I got to see was steam locomotives. I grew up in Troy, N.Y., on the Hudson River 150 miles north of New York City, close to Albany and Schenectady. In our area we had the New York Central, Delaware & Hudson, Boston & Maine, and Rutland railroads. These roads, like most eastern carriers, dealt with hills, valleys, bridges, and tunnels. They had high-speed passenger and freight trains as well as long drags needing pusher engines. Consequently, we had a wonderful collection of all kinds of steam locomotives.

Up into my teens, I spent a lot of time around these railroads, particularly their roundhouses. In those days, by politely asking permission and behaving safely, I was allowed by the railroaders to go in close, provided I stood where I was told. Once, I watched running maintenance work being performed on my favorite Pacific, No. 3719, in B&M's Troy roundhouse before she was coupled onto the *Minute Man* for Boston.

As I bummed around my favorite spots, some men would give me their copies of the Brotherhood of Locomo-

tive Engineers & Firemen's monthly journal. It was always full of pictures, which I devoured.

One of my early railroad contacts was a D&H fireman named Marvin Davis. He was firing on an E-3 Consolidation with a Camelback cab (the D&H guys called them Mother Hubbards) that had stopped in West Waterford, N.Y., on the main line to Montreal. Marvin showed me how to use the scoop and firebox door treadle, the injectors, and all sorts of things. He had graduated from the high school I was then attending, and over the years I would see him on the D&H's big Challengers out of Mechanicville, and at the resort town of Lake George, N.Y., in the summers. Marvin would answer every question I asked and was a gentleman you would never forget. I last saw Marvin around 1943, but lost touch after that. As I pursued a career in mechanical engineering, he stayed with the D&H, eventually becoming chief road foreman of engines.

One Labor Day weekend at Lake George, the summer vacationers were clearing out to get back home—by train—to New York City. The D&H had three Mother Hubbards assigned to the run, with Marvin as lead fireman. He

Tripleheaded D&H engines wait to depart Lake George, N.Y., with a train for Albany, circa 1911. Some three decades later, a similar movement made a lasting impression on a locomotive-minded teenaged boy.

told me, rather in confidence, that they were going to have their hands full getting their long string of Pullman cars through the mountains out of Lake George on their way to the main line at Fort Edward. He showed me from engine to engine their plans for having a full head of steam, a good clean fire, and no popping of the safety valves.

What a spectacle it was to see and hear those tripleheaded Mother Hubbards coming up the mountains from Lake George, pulling heavy Pullmans bound, eventually, for Grand Central Terminal. Marvin and the other two firemen "never got on the seat" as they heaved coal into the engines' wide fireboxes. The exhaust sounds echoing off the mountains could be heard forever.

I experienced that over 60 years ago and can hear it as though it was yesterday.—Robert T. Gaulty

Author Gaulty became a field engineer for Alco, where he worked installing new diesel locomotives on various railroads



Charles A. Brown



Jim Shaughnessy

Other inspirations for future mechanical engineer Bob Gaulty were B&M Pacific 3719, and D&H's Marvin Davis, who in 1975 posed aboard PA No. 16, named for him in honor of his dedication to the popular Alco cab units.

between 1949 and 1953. Read about his tales from the road in *DIESEL VICTORY*, *CLASSIC TRAINS'* Special Edition No. 4, on sale November 22 (see page 89).

More than a touch of class

The Santa Fe knew how to recover from a derailment

Back in 1955, when I was 22, I gained my first post-college newspaper reporting job with the *Avalanche-Journal* in Lubbock, Texas—not exactly the center of the railroad universe. Little did I know that within a few months I would cover, and participate in, one of the major stories of my career. To top it

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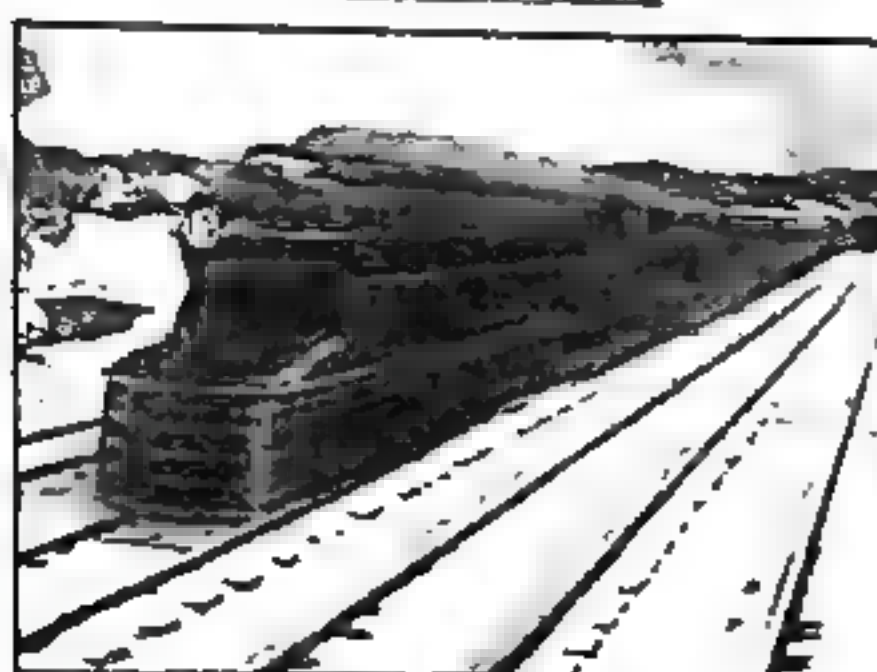
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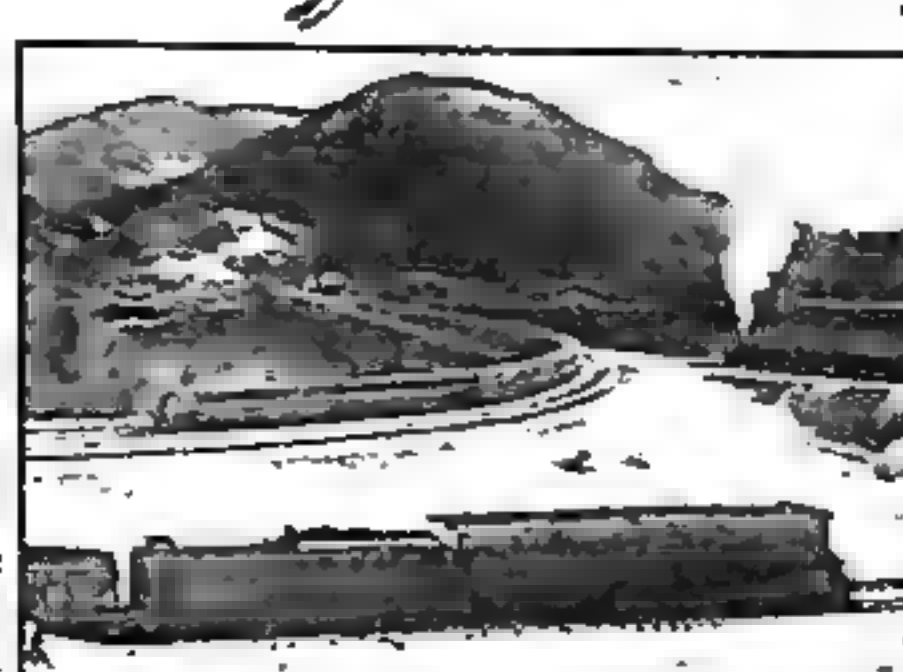
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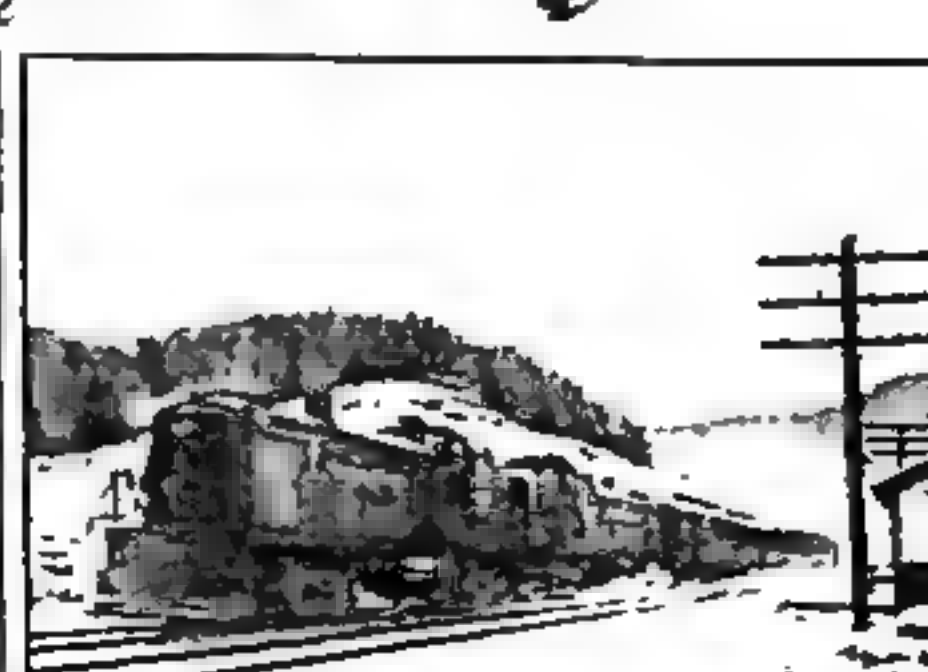
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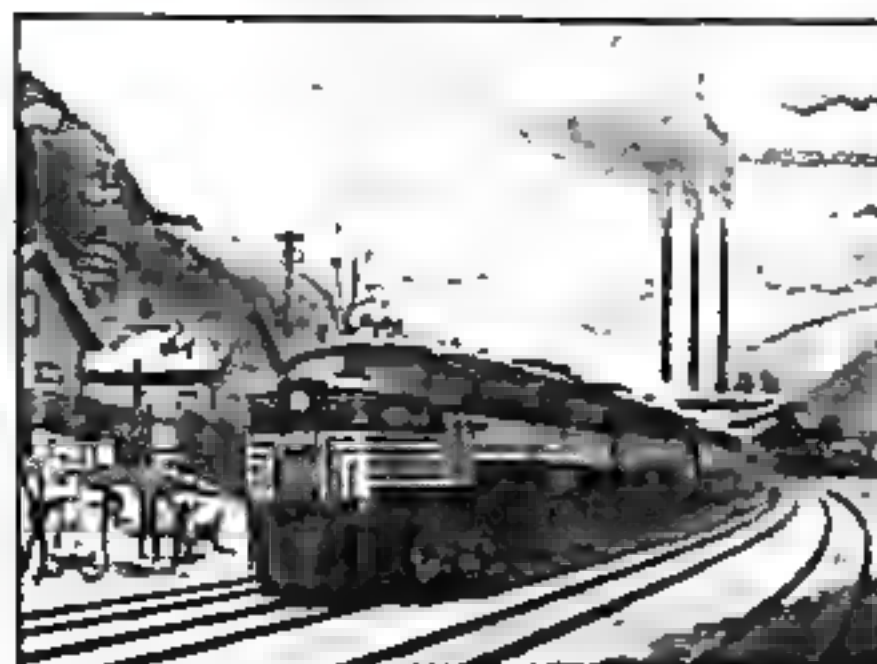
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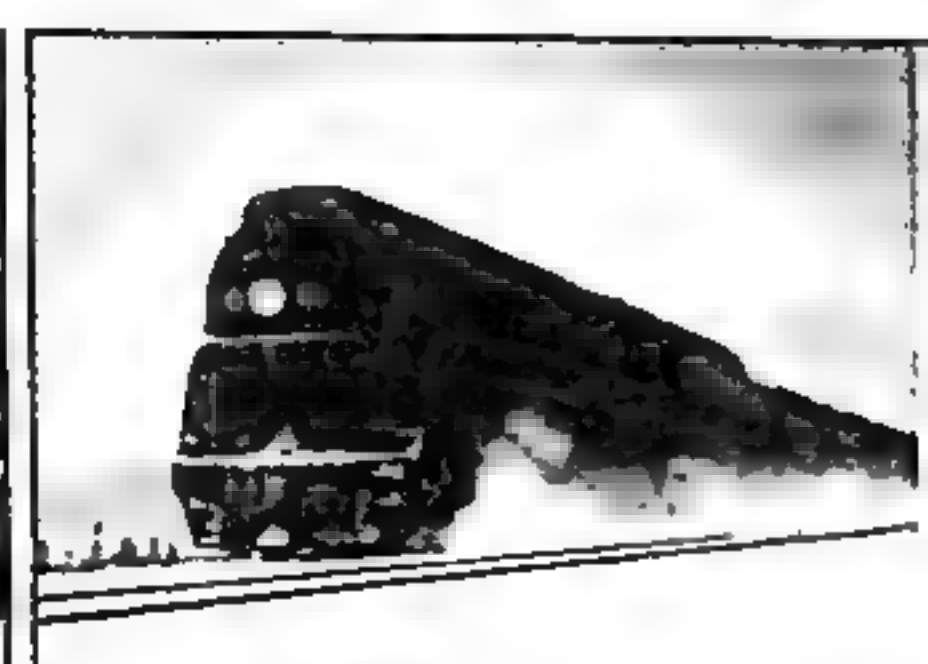
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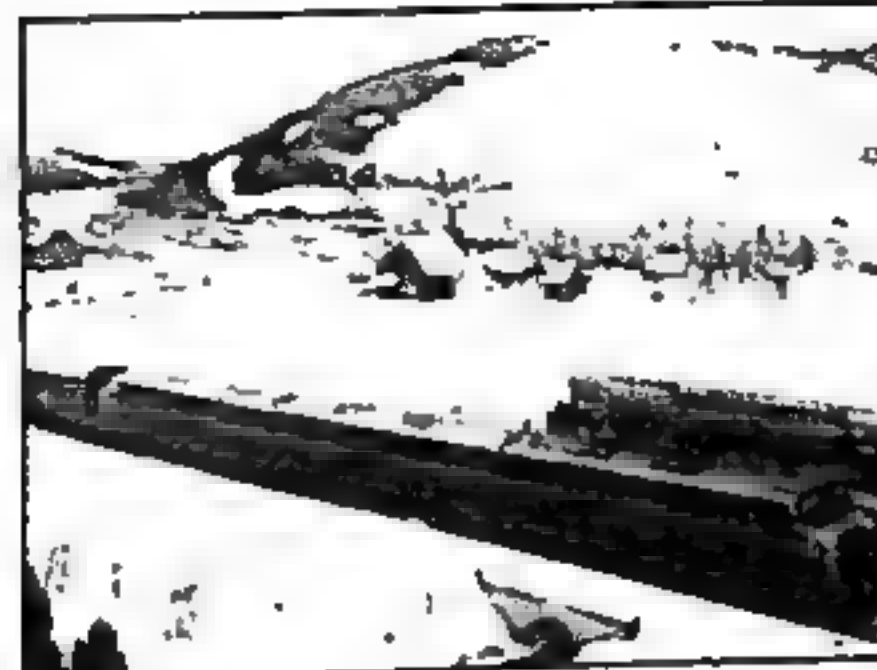
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The Way It Was

off, it involved my favorite railroad, the Atchison, Topeka & Santa Fe.

When summer 1956 rolled around, I splurged some of my reporter's salary on a round-trip coach ticket to Chicago for a short vacation. This involved taking local train 94 to Amarillo and transferring to No. 2, the *San Francisco Chief*, to the Windy City. A week later, after gorging on such delights as the North Shore Line's *Electroliner* to Milwaukee (where I met TRAINS Editor David P. Morgan), the South Shore to South Bend, and innumerable streetcar and elevated-train rides, I boarded Santa Fe No. 1 at Dearborn Station for my 4 p.m. departure for Amarillo. The long chair-car ride would allow me to unwind from the excitement of the big city.

But the excitement was not over. Around 10 that night I was snoozing in my seat in one of the forward coaches when I was jerked awake by a strange sound—the rattle of ballast hitting the bottom of the car. At the same time, the vehicle began to yaw and twist, within seconds catapulting me and the other passengers into the aisle. *Train wreck!*

The car came to rest partially on its side, but some of us inside were able to make our way to the vestibule. Fellow passengers remarked that nobody in our car seemed seriously hurt.

When I finally reached the ground, I could see that this was a major derailment. A quick glance told the story: the four Warbonnet F-unit diesels were on their sides, one unit was on fire, and the forward cars were jackknifed across the torn-up double track, neatly tucked in among high-tension towers but touching none of them! I learned that we were in Carrollton, Mo., about an hour and a half shy of Kansas City. Within moments, police cars, fire trucks, and ambulances showed up. Despite the late hour and the smallness of Carrollton, a crowd of onlookers quickly assembled.

Heeding my reporter's instinct, I began interviewing passengers and officials. I walked the train, noting that all cars behind the diner were still on the rails. I found the dazed engineer sitting on an upturned concrete block. He told me he was making about 80 mph and that the wreck might have been caused by an object dropped onto the track from a passing freight. He wasn't sure.

Then I saw a natural-gas pumping station next to the tracks, with its door open and its small staff standing outside. They permitted me to use their phone to call the wire-service bureaus in Kansas City. As I was dictating, the train's conductor, exuding calm authority, marched in and asked to use the phone pronto so he could notify railroad officials. Doubtless they already knew something was wrong.

One employee who knew was the local section foreman. He had his men and a bulldozer pulling a long siding out from under the wreckage along the two main tracks. I don't know how he assembled his crew so fast, but before my very eyes, he was fashioning a 10-mph bypass around the wreckage.

It turned out that there were numerous injuries, some serious, in the two chair cars ahead of mine. I do not recall if there were any fatalities. By 2 a.m. a relief train, consisting of a set of F units and a string of heavyweight coaches of the type used on secondary trains, eased up from the Kansas City end.

By this time the division roadmaster was on the scene, directing clean-up efforts pending arrival of the wreckmaster and his "big hook." In an orderly fashion, passengers were directed from their temporary refuge in a nearby school and onto the relief train. After an hour, I noticed that eastbound train traffic, headed up by No. 10, the *Kansas City Chief*, and 22, the *El Capitan*, was inching past on the shifted track.

I boarded the rescue train, and at 3:30 a.m. we lurched forward, heading for Kansas City. A couple of freights were moving slowly in the other direction as we slammed through little places like Hardin and Henrietta. The Santa Fe was busily putting its railroad back together in a textbook demonstration of how to deal with calamity. Our car was crowded with survivors. Some dozed; others were engaged in animated conversation. Crewmen assured everyone that connections would be protected once we arrived in Kansas City.

It was close to 5 a.m. when we got to Union Station. Soon a man came aboard, announcing that our train, with its old, olive-green equipment, would continue west as the substitute *San Francisco Chief*. More time went by, then our cars



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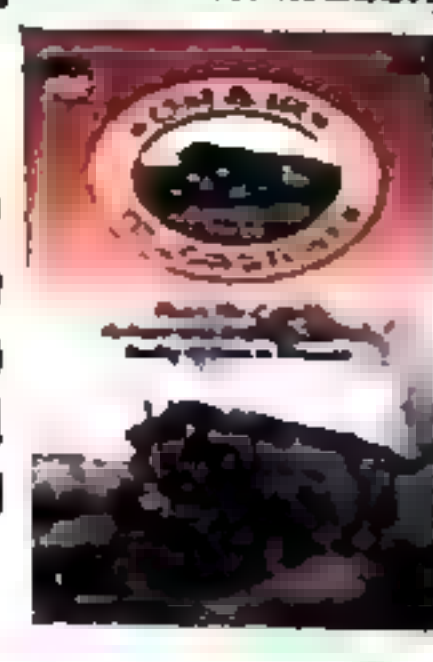
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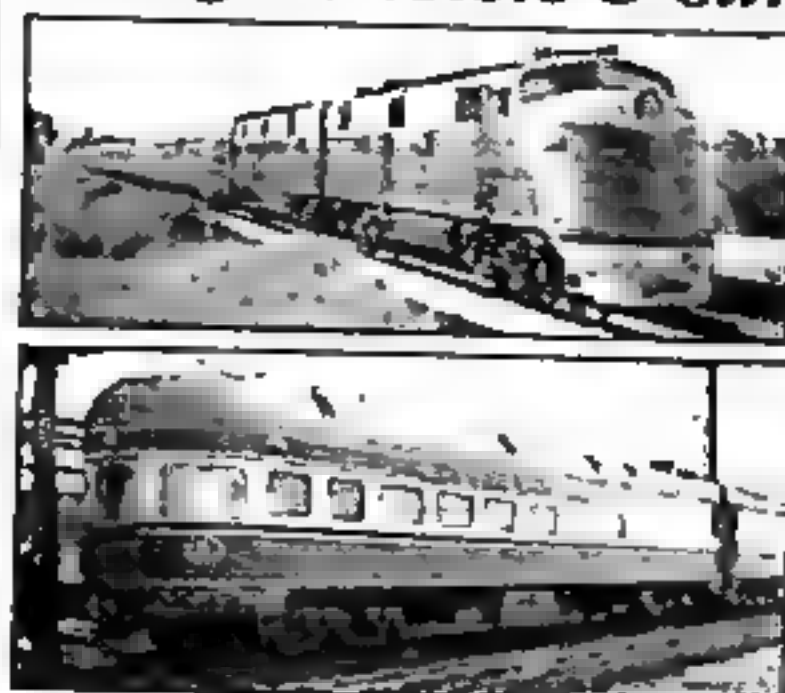
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The Way It Was

shifted backward as a diner and lounge car from the reserve pool were inserted into the train, along with two or three heavyweight Pullmans. Before we left, many folks went into the station to telephone anxious relatives or friends.

An army of Santa Fe claims adjusters got on, fanning out with checkbooks and release forms. They stayed on board as we headed west. A lot of people signed releases in exchange for (probably) small settlement sums. I didn't, but suffering no subsequent whiplash, I never filed a claim.

The dining-car steward walked the train, telling everyone that meals were on the house for the rest of the trip. Ditto for drinks in the lounge car. Famished, I managed to get the last seat in the diner and enjoyed a hearty breakfast, courtesy of the Fred Harvey Co.

The rest of the day passed slowly. Our locomotive flew white flags, so apparently we were running as an extra, not a delayed No. 1. Onward we went, making stops at places like Newton, Wichita, and Wellington, Kans.; Alva, Okla.; and Canadian, Texas. By mid-afternoon, nearly everyone was sound asleep, their nocturnal ordeal over.

Night fell, and we arrived in Amarillo. Of course, my connecting train, No. 93, had left for Lubbock at 9:35 that morning, so I wondered how I would get home. Not to worry, the four passengers for points south, including me, were met on the platform by the local trainmaster, a nice man whose name, alas, I no longer have. He drove us in his Buick sedan all the way to Lubbock, 121.6 miles.

Now, that's class.—G. Mac Seebree

The doctor's appointment

How a PRR engineer kept his word on Horseshoe Curve

You could not avoid liking my uncle, Matthew McGrail. Matt was a medical doctor in Bradford, Pa., by profession, but he was a full-time rail enthusiast. He befriended many crews of the Erie, Baltimore & Ohio, and Pennsylvania railroads in northern and central Pennsylvania. If the waiting room was full, all you had to do was let the doctor know you worked for the railroad and you were moved to the front of the line.

While visiting relatives in Altoona

on a summer evening in 1947, Uncle Matt drove my father and me down to the depot to see the Pennsy's passenger fleet going west. He had received a call earlier that day from an engineer friend, Walter "Shy" Ronan, who had told Matt he would be called for train 41, the *Cincinnati Limited*, that night, and that the power would be one of the big T1 duplex-drives. When Mr. Ronan saw Uncle Matt standing at the train gate, he gave Matt a wave to come over and have a



Horseshoe Curve, 1940: Freight on track 1, passenger on 2, smoke from a train on 3 or 4.

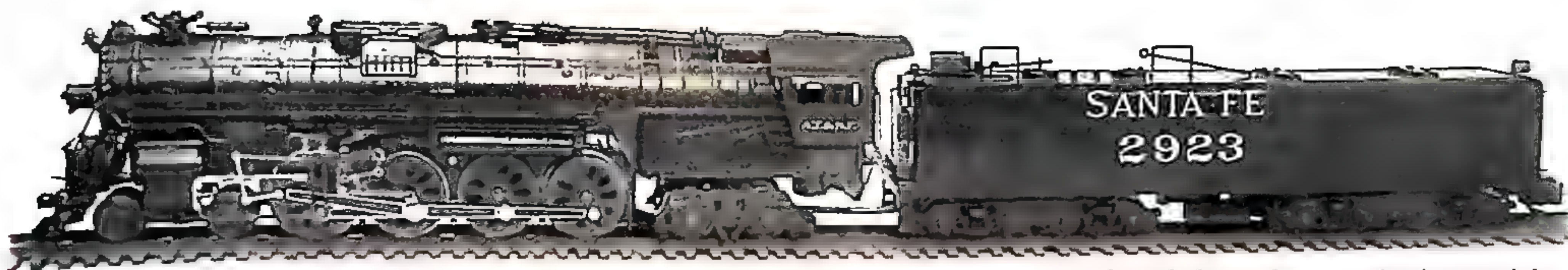
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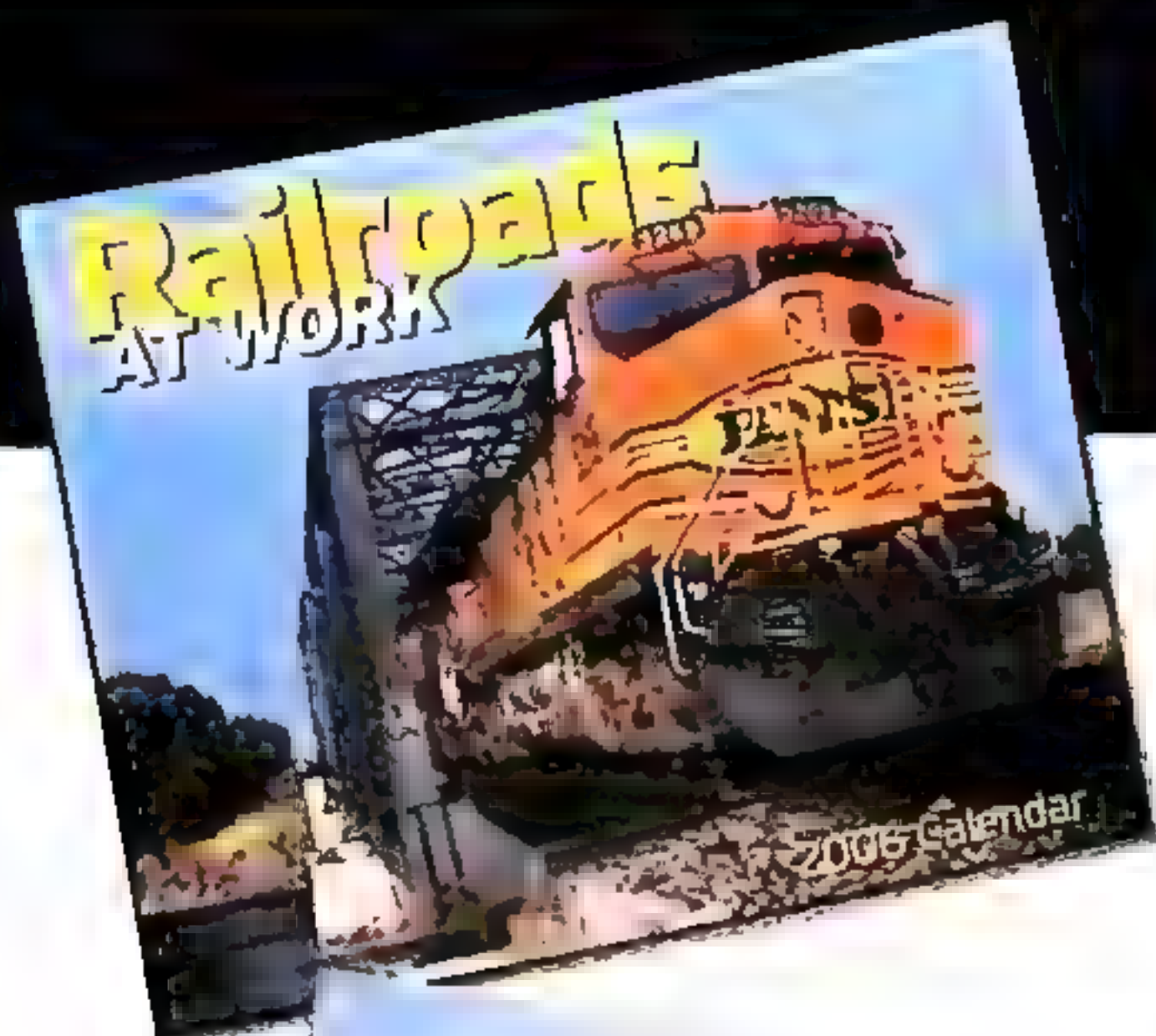
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The Way It Was

closer look. Seconds later, Matt was climbing up into the cab. He stayed there until the highball was given, and didn't come down until a second signal to get the T1 moving was heard in the cab. As the train rolled out of town for its attack on the Allegheny Mountains, Matt described his tour of the T1. He also advised that Shy was scheduled to come back east the following morning. We would drive up to Horseshoe Curve to see Mr. Ronan in all his glory when he returned to Altoona.

Next morning, we were at the track-side park at Horseshoe Curve with plenty of time to spare. However, a few minutes before Shy was due with train 72, the *Juniata*, the unspeakable happened—an eastbound, slow-moving freight train appeared on the mountain west of the Curve, on track 1, closest to our viewing area. Matt fretted that if 72 was on time, Shy would pass our vantage point on another track while our view was blocked by freight cars. The freight continued toward the Curve at a glacial pace, but then, smoke from another engine appeared from behind it.

This train was moving a bit faster, but our hopes rose and quickly fell as the engine appeared—another freight, on track 2, the inside eastbound. We had only a few seconds to ponder if the *Juniata* was running late when we heard unusual, insistent whistling from the top of the Curve. We knew it must be 72 running on the inside westbound track to pass the two eastbound freights. Shy was on the way, and coming fast!

The drama that unfolded was understood only by Shy, Matt, my father, and me. Other observers on the Curve, the crews of the two freights, and the *Juniata*'s crew and passengers must have thought the engineer had taken leave of his senses. As the two freights rounded the Curve, Shy Ronan and his single K4 Pacific finally pulled ahead. Matt and Shy waved furiously at each other as Shy gave a triumphant blast on the whistle. My father and I held our breaths as the *Juniata* roared by with the wheel flanges squealing in protest. The cars swayed, but everything stayed on the tracks. Shy never did slow down. In just a few moments train 72 was gone, leaving a smoky trail for the two plodding competitors to follow.

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Uncle Matt was ecstatic. Shy promised to whistle and wave as he passed us at the Curve, and had been true to his word. To Matt, that was all that mattered. My dad and I were left to wonder what the passengers must have thought as they were bounced around inside the coaches, dining car, and Pullmans.

To the day Uncle Matt died in 1953, every time we saw each other he would remind me of the great day Shy Ronan passed two freights with a K4 to keep his doctor's appointment on Horseshoe Curve.—*Jack Wise, as told to Bob Wise*

Finis for Philo

Memories of a rural Wabash station, and the day it had a big, unwelcome visitor

My clock-radio came on at the usual morning hour with the local news. The date was Wednesday, October 3, 1962. The announcer reported a train wreck in Philo, Ill., the previous evening, blocking the Wabash Railroad's main line east from Decatur, Ill., to Detroit. I put on a white shirt, tie, sport coat, and fedora, grabbed my father's camera, which I had with me at school, and headed out the door.

I knew Philo well. My mother and father had grown up in this tiny agricultural community in east-central Illinois. It was not far south of Urbana, where I was attending the University of Illinois.

The Toledo, Wabash & Western came through in 1856, but the town, named for local pioneer Philo Hale, wasn't founded until 1864. The station building must have dated to about that time.

It was a typical Wabash board-and-batten, single-story depot, painted gray. It contained a central office with a bay window for the operator, a gloomy waiting room, and a freight and express room. Outside, north of the station, were the usual "conveniences." Passenger trains seldom, if ever, stopped in Philo by the time of my memory, but the mail still moved in and out by train.

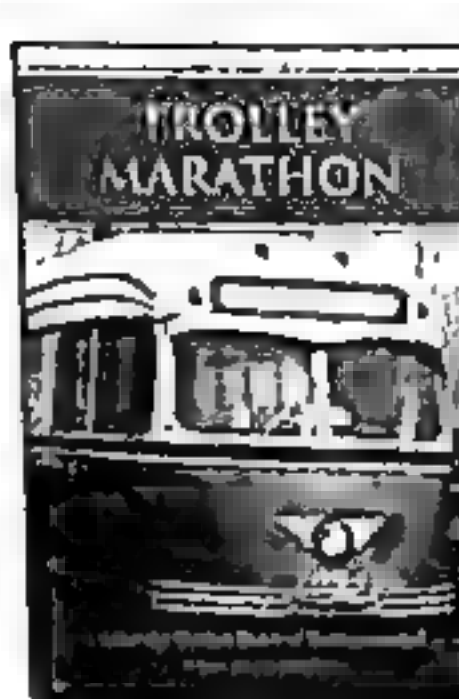
The job of the agent-operator must have been pretty lonely; the town had only the grain elevator and the lumber-

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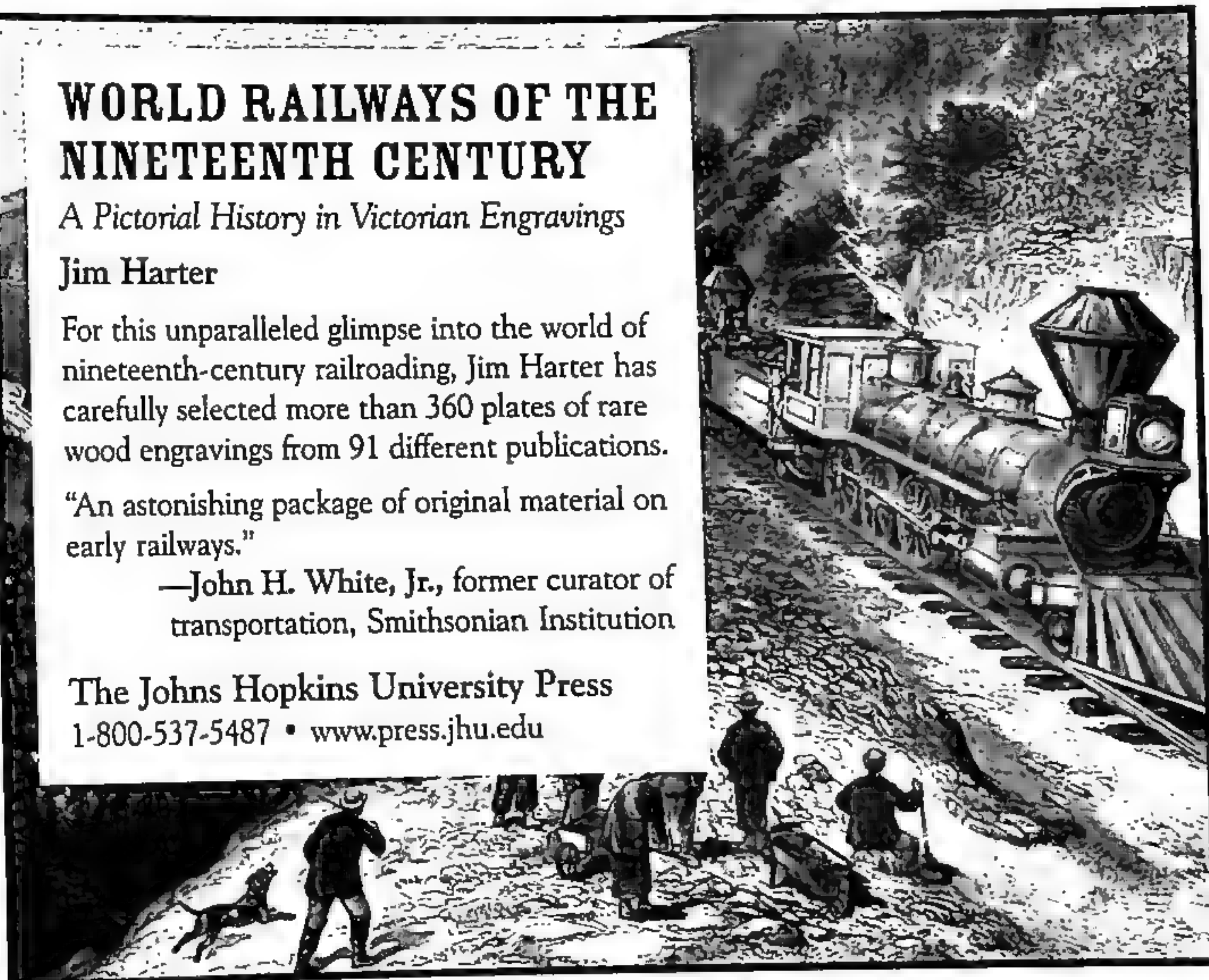
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The Way It Was



Glen Brewer

A 1962 freight derailment spelled the end for the century-old Wabash depot at little Philo, Ill.

yard to keep him occupied with business. I believe that even by this time, the agents actually served several small stations a few hours of each day.

I remember once listening to the operator chatting over the telegraph. Those guys were fast. Even though I had tried to learn a little Morse, the blur of the clattering sounder was impossible for me to decipher.

My father was born in 1903 in a little house not far from the tracks. He remembered lying in bed as a boy, listening to the engines trying to make it up the hill with heavy westbound freights. It was not uncommon, he recalled, that they would stall and have to double the hill. My mother's father still lived in the house several blocks south of the station he had owned since the 1920's.

On one trip shortly after I had my driver's license, we were visiting Grandfather when I heard the *Cannon Ball*, the daytime Detroit-St. Louis train, coming. I drove down to the depot, my father's Yashica double-lens-reflex camera loaded and ready. My goal was to capture the action as the mail clerk on board snagged the mailbag using the RPO car's hook. But as I peered down into the dim viewfinder, I couldn't even spot the mail car. I tried the shot anyway, but missed by three car-lengths.

Another day when we arrived in Philo we saw shredded paper littering the right of way from one end of town to the other. We learned that a bundle of Sunday newspapers had been shoved off the mail car at speed, as usual, but

had bounced back under the wheels.

I reflected on these memories as I drove down from Urbana to Philo following the news broadcast of the wreck. The scene was much worse than I had expected. Freight cars were piled up all over the center of town. A boxcar had smashed into the station and knocked the building askew. Fortunately, nobody was hurt. Crews were busy pushing freight cars out of the way and torching off parts that would not clear a train on the rebuilt main line. By noon, a path was completed and rails relayed. Westbound trains began to pass by slowly.

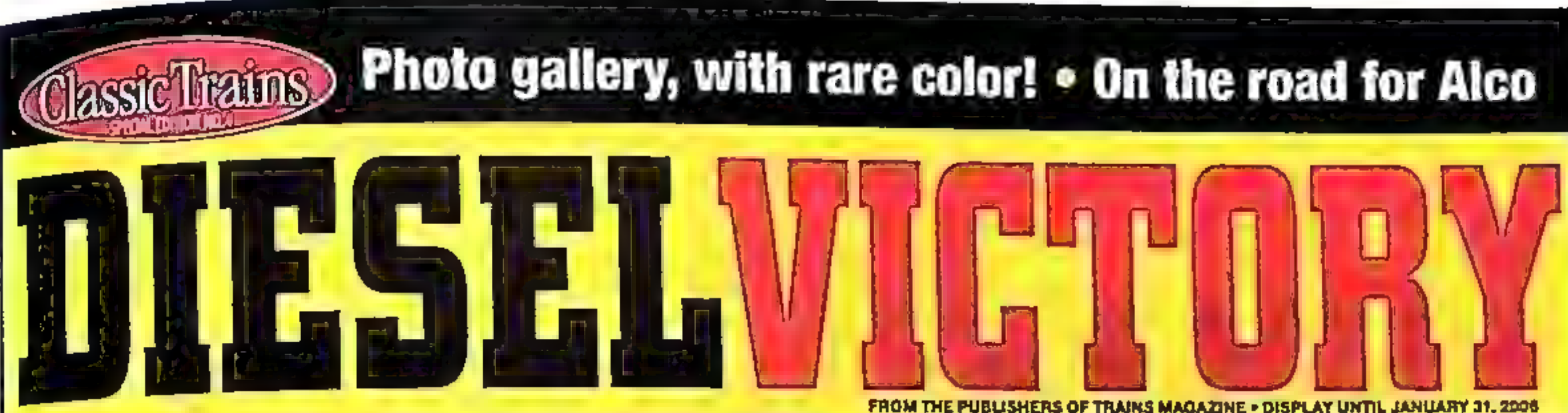
My little ruse with the hat and coat worked; no one questioned my being there, although the ICC examiner did stop me to compare notes. We observed that a car on the ill-fated train had left the rails more than half a mile west of the depot, rode the ties successfully over the highway crossing, and then, when it got to the lumberyard switch, derailed and caused the train to pile up.

In the *Champaign News-Gazette* story that day, I learned the specifics: a 112-car train was doing about 60 mph at 9:10 p.m. when a wheel broke on the 41st car. When that car hit the switch, it and 21 more cars derailed.

A few weeks later, I drove down to Philo to visit my 90-year-old grandfather. He wasn't home. I soon found him across the street, cutting a well-seasoned, oversize board with a hand saw. He was helping his neighbor make a garage out of lumber recovered from the Wabash depot.—Glen Brewer ■

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Car Stop





Top photos, F. E. Butts; bottom, J. R. Williams; all from Krambles-Peterson Archive

Yellow, orange, and green in Cincinnati

Cincinnati Street Railway PCC No. 1100, built by St. Louis Car Co., was one of three streamlined cars CSR received in 1939 for evaluation before the railway placed a fleet order (the others were a Pullman-Standard PCC, No. 1000, and a J. G. Brill Co. Brilliner, No. 1200). St. Louis got the nod, and the 1100 was joined by 26 yellow sisters in 1940, followed by 25 more in 1947. But Queen City riders didn't have much chance to enjoy them. Under pressure from the city to abandon streetcar operation, CSR sold all 52 St. Louis-built PCC's to the Toronto Transportation Commission in fall 1950. The Pullman and Brill streamliners stayed behind, going for scrap after CSR became all-bus on April 29, 1951. At the end, most CSR trolleys were like No. 104 (left, on April 9, 1951),

one of an even 100 Peter Witt-type cars produced in 1928 by hometown builder Cincinnati Car Co. CSR's unusual two-wire overhead system was the result of a dispute with the telephone company over interference from stray return currents in the rails; the second wire was for current return. Cincinnati, Newport & Covington, a separate company from Cincinnati Street Railway known as "the Green Line" for its car livery, provided service across the Ohio River to points in Kentucky. CN&C car 517, a 1917 Cincinnati product, is southbound at Park Hills on the Fort Mitchell line, one of two routes to last until the end of CN&C electric service on July 2, 1950.



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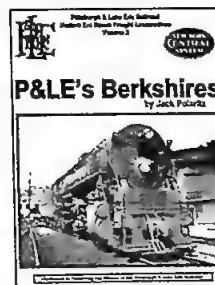
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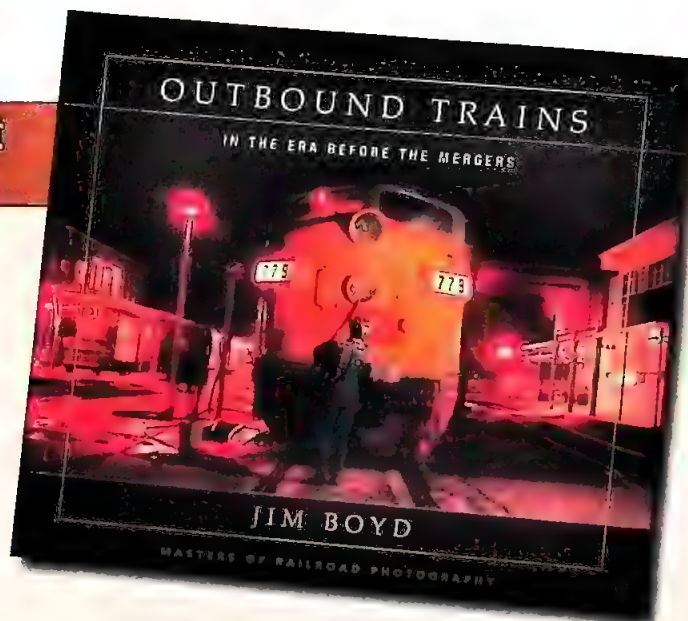
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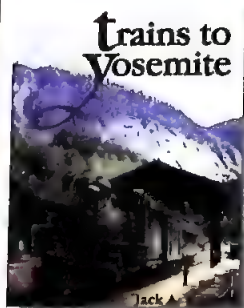
First Out



The third book in the Masters of Railroad Photography series is a stroll through selected images of noted rail lensman Jim Boyd. Most of the more than 250 color photos date from the 1960's and '70's, before the merger tidal wave. Boyd grew up in Dixon, Ill., and area roads C&NW, Milwaukee, CB&Q, and Rock Island receive heavy coverage. As Boyd grew older he traveled more extensively, making trips throughout the Midwest. A stint with EMD took him across the country, and his eventual position as editor of *Railfan & Railroad* gave him more opportunities to travel and photograph trains. The result is a variety of images in locales ranging from New England and the Northeast to railroads big and small in the Southeast. Western subjects include MILW, the pre-Amtrak *California Zephyr*, and the UP, SP, and Santa Fe. Captions include not only data on the trains, but how Boyd came to be at that spot, and often include tales about the people and trains featured. Boyd does a wonderful job of capturing not just the equipment and scene, but the mood. His images highlight workers, passengers, the weather—all elements that make a scene complete. The photo reproduction is very good, and the layout and design are nicely done.—Jeff Wilson

Outbound Trains: In the Era Before Mergers, by Jim Boyd. Firefly Books Ltd., Boston Mills Press, Richmond Hill, Ontario; www.bostonmillspress.com; (416) 499-8412; 12 x 10½ in.; hardcover; 192 pages; \$49.95.

Other Books



Yosemite Valley Railroad authority Jack Burgess traces this California short line from its 1907 start, through its heyday of hauling tourists to Yosemite National Park, to its demise in 1945. Among the 400-plus photos are 43 nice color ones. The pictures cover construction, locomotives and cars, scenes and industries, and abandonment and scrapping. The text describes the YV's full history. Much coverage is given to industries served, notably logging and minerals. Especially interesting are the inclines, where cables hauled cars up steep grades, and recollections from ex-employees. Along with chapters on engines and freight cars, there's a complete equipment roster. Also included: maps and track plans of each town and industry, and 26 scale drawings of equipment and structures. YV followers will love this book for its extensive reference material; others will find it an interesting read whether or not they are fans of the colorful pike.—J.W.

Trains to Yosemite, by Jack A. Burgess. Signature Press, Wilton, Calif.; www.signaturepress.com, (800) 305-7942; 8½ x 11 in.; hardcover; 366 pages; \$65.



This book masterfully covers its subject's construction, history, predecessors, passenger and freight service, industries served, and equipment, as well as its relationship with its parent, the Chicago & North Western. More than 475 black-and-white photos show locomotives, cars, industries, and scenes along the line. Also, numerous maps show various parts of the system as well as many local areas, and the appendix includes a locomotive-by-locomotive steam and diesel roster. This well-written, nicely designed book is a good read, and a must for libraries of Omaha Road and C&NW fans.—J.W.

The Omaha Road: Chicago, St. Paul, Minneapolis & Omaha, by Stan Mailer. Hundman Publishing, Mukilteo, Wash.; www.hundman.com; (800) 810-7660; 8½ x 11 in.; hardcover; 314 pages; \$59.95.

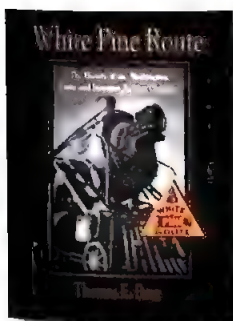
Although the Chicago North Shore & Milwaukee was best known for its passenger service, it hauled a lot of freight, and that's the emphasis here. The text opens with an overview of operations from the 1890's through the end of service in 1963, then takes a city-by-city look at the industries served. The 48 black-and-white and 53 color photos show locomotives, equipment, industries, and train action. The numerous maps include one of the system, plus drawings of industrial spurs. Also included: reproductions of letters, ads, and memos, plus charts showing car-loadings and other stats.—J.W.

NORTH SHORE LINE Interurban Freight



Edward M. DeRouin

North Shore Line: Interurban Freight, Edward M. DeRouin. Pixels Publishing, P.O. Box 10, LaFox, IL 60147; www.pixelspublishing.com; 8½ x 11 in.; softcover; 98 pages; \$34.95.

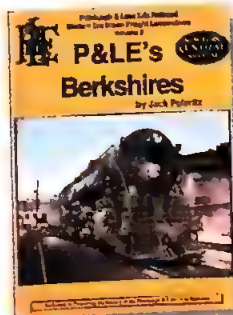


It's too bad all short lines don't get the in-depth coverage given to Idaho lumber-hauler WI&M in this book, which covers the road's history from its construction in 1905 through its ownership by the Milwaukee Road in the 1960's, to its present owner/operator, Palouse River & Coulee City. The 350 photos include many early scenes, as well as views of engines and cars throughout the line's history. Maps, timetable clippings, and detailed rosters are included. This is an interesting look at a short line and a fascinating snapshot of the lumber industry.—J.W.

White Pine Route: The History of the Washington, Idaho and Montana Railway Company, by Thomas E. Burg. Museum of North Idaho, Coeur d'Alene, Idaho; (208) 664-3448; 8½ x 11 in.; hardcover; 390 pages; \$49.95.

Volume 2 in Kahndog's series on P&LE steam power looks at the class A-2a 2-8-4's, Alco's last domestic steam engines. Jack Polaritz explains how these seven locomotives, built in 1947-48, were based on a new design when in fact they were neither needed nor wanted by the P&LE. Besides telling the Berkshires' story, the text looks at other modern steam, reviews contemporary diesels, and examines the factors that led to the A-2a's. They were out of service by 1953, but reactivated in 1955-56. The 130-plus photos include many of the 2-8-4's in action. Comparable steam locomotives, older P&LE power, and diesels also are pictured. Other material includes drawings, maps, performance reports, and copies of letters and memos.—J.W.

P&LE's Berkshires, by Jack Polaritz. Kahndog Publications Inc., New Kent, Va.; kahndog.com; (804) 932-3264; 8½ x 11 in.; hardcover; 132 pages; \$45.





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Rancho Rio Grande

Did stray cattle on the track spoil the shot, or make it?



Frank Barry

Those of us who photograph trains know the frustration that often accompanies the endeavor. The weather is glorious, but there are no trains. When a train does come, a cloud covers the sun. The rare locomotive you're waiting for has broken down or been reassigned. Someone—or something—enters the scene at the last moment, spoiling the shot.

Frank Barry ["Final Winter for the Narrow-Gauge," pages 20-31] thought he'd fallen victim to this last hazard when he made the photo above, but he soon changed his mind, as he relates here:

"On October 8, 1963, D&RGW 2-8-2 No. 499 was dispatched from Chama to pick up 9 cars of sheep at Dulce, N.Mex. The returning train also included 4 cars of coal and 20 empties. In the canyon between Amargo and Monero, the train encountered cattle on the right of way. Scared, they ran along the track be-

cause it was easier—not realizing the train was following them for the same reason. They eventually cleared the way, so despite appearances here, their life expectancy at this point was longer than that for the sheep on the train.

"When I first heard the 499 whistling before it came in sight, I was furious. I knew it meant there were cattle on the track and thought they would ruin my picture. Sure enough, cattle, not a steam locomotive, came running along the track between the two stone outcrops in the picture. But then, as the engine loomed up behind them, I realized this would be one of the most unusual pictures I had ever taken."

We're glad Frank saw what he had here and didn't decide to skip the shot altogether. Far better than a simple action shot of a train at this location, however fine it might have been, this photo conveys the unique flavor of the narrow-gauge.—Rob McGonigal

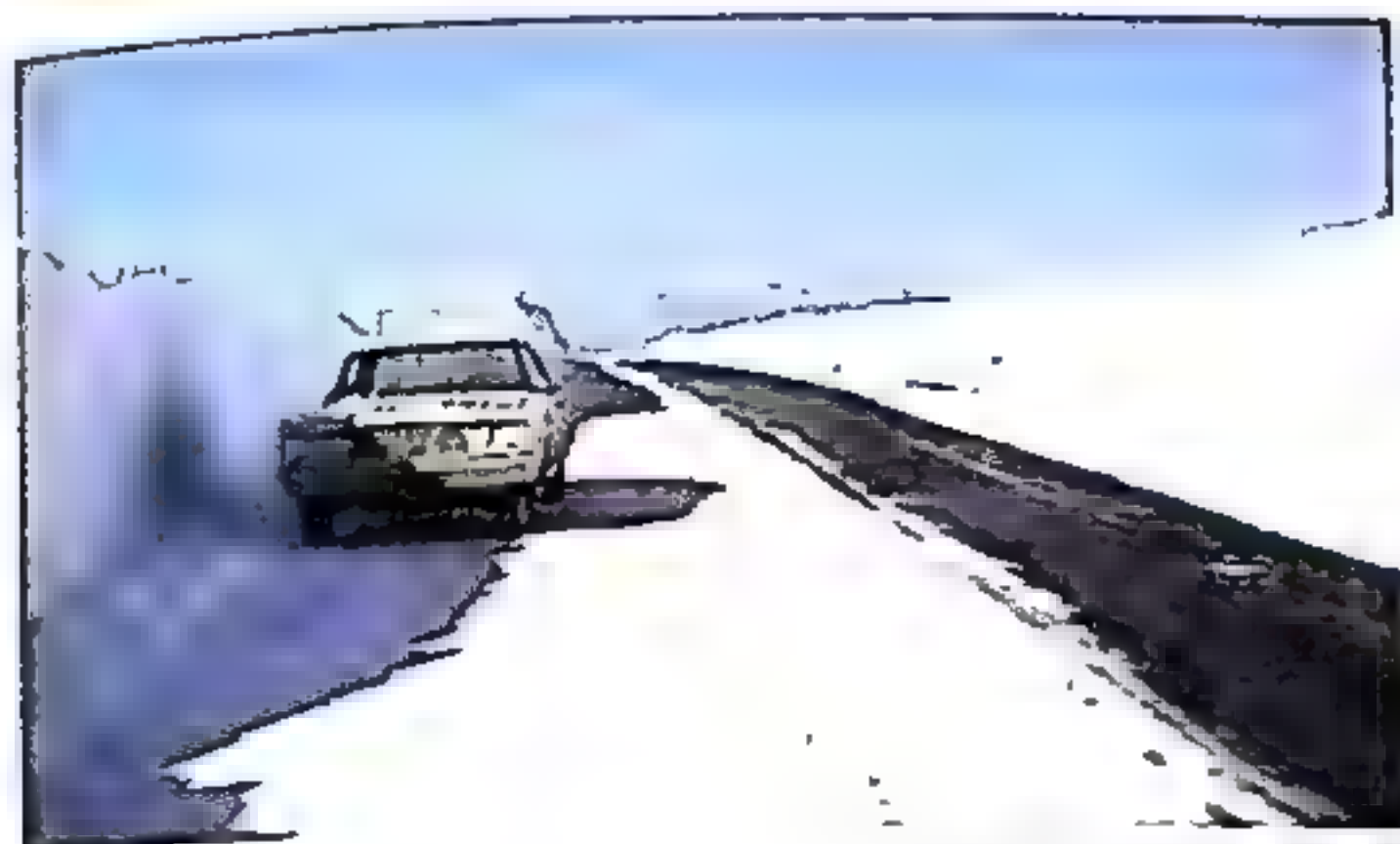
Though not the shot photographer Barry had in mind, this view of cattle running ahead of D&RGW 499 is memorable nonetheless.

Two stories postponed

Two articles mentioned in the "Coming next issue" box on page 97 of our previous issue (Fall) have been postponed. "Rock Island Prodigy" and "Great Photographers: Fred H. Matthews" will appear in our next issue (Spring 2006).

Deep snow in Arizona

Southern California native Gordon Glattenberg ["Arizona Aftermath," pages 56-65] was seeking a dose of winter railroading when he drove east to see how the Santa Fe was recovering from a major snowstorm in December 1967. He got it, even being pelted by snow from the only working rotary plow he ever saw. But the deepest snow



Gordon Glattenberg

Arizona, 1967: Deep snowbanks, the San Francisco Mountains, and a Dodge Coronet.

he encountered in Arizona wasn't on the railroad but along Interstate 40 at Two Guns Trading Post. That's Gordon's trusty '66 Dodge Coronet (above) beside a towering snowbank.—R.S.M.

New department: Ready Track

We direct your attention to pages 92-93, where you'll find a new department: "Ready Track." To appear in each issue, "Ready Track" consists of brief reviews and descriptions of new books, videos, CD's, and other products that cover historical railroading. Scores of such items are published every year, and we hope this department will help our readers keep up with what's out there. Jeff Wilson, a freelance writer and former MODEL RAILROADER staffer, will handle "Ready Track" for us. To submit an item for possible inclusion, send it to Ready Track, CLASSIC TRAINS, P.O. Box 1612, Waukesha, WI 53187. Items will not be returned unless requested by the sender.

TV's Tracks Ahead lined up for sixth season

The PBS program *Tracks Ahead* begins its sixth season in January 2006. Produced by Milwaukee Public Television and underwritten by Kalmbach Publishing Co., the weekly program examines all aspects of the railroad industry and hobby. The 14 installments of the new season will look at topics as diverse as the Alco PA diesel, the *Pioneer Zephyr* exhibit at a Chicago museum, steam trains in Ireland, and model layouts of all scales. Nearly all public television stations in the U.S. carry *Tracks Ahead*; check local listings for air

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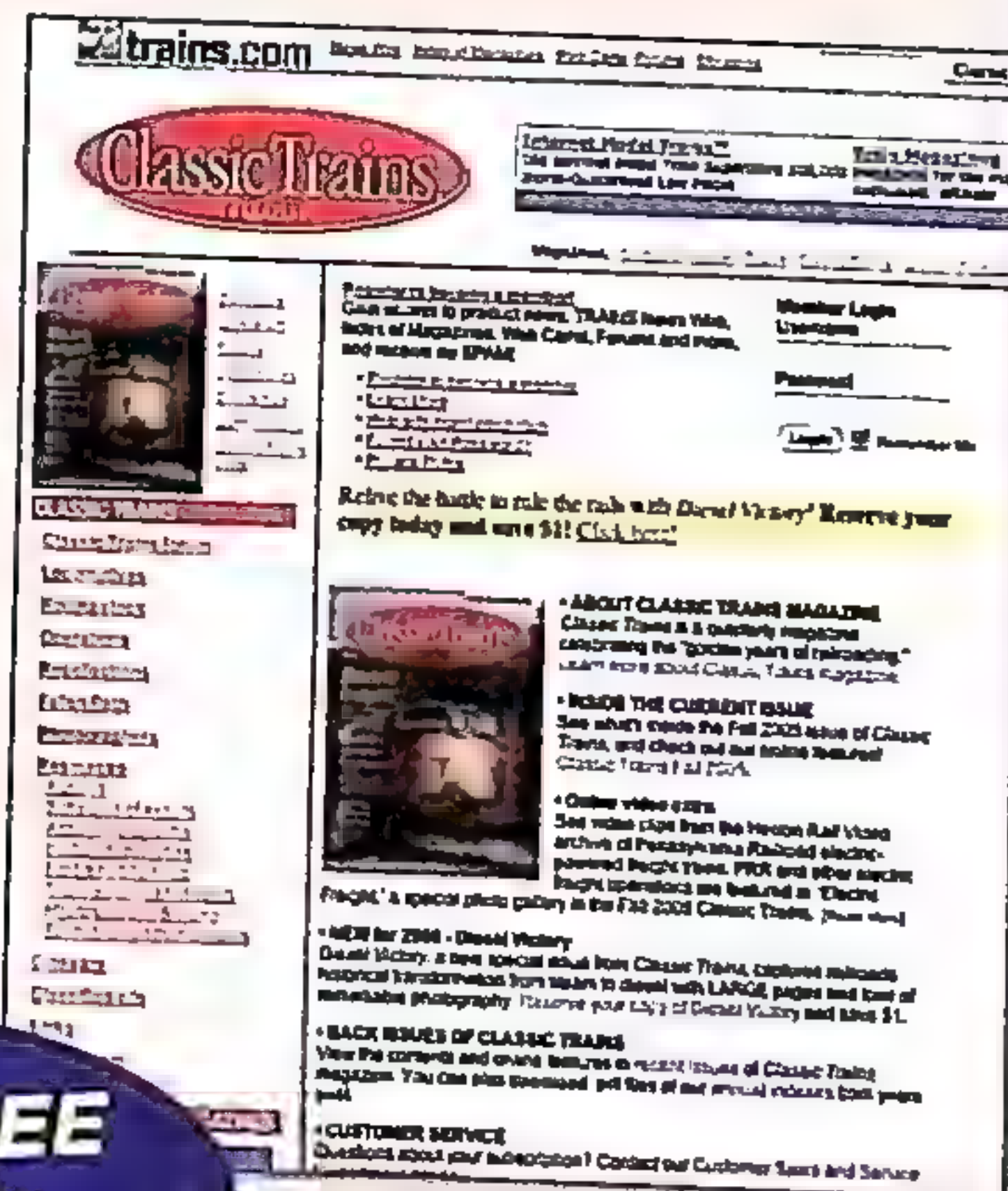
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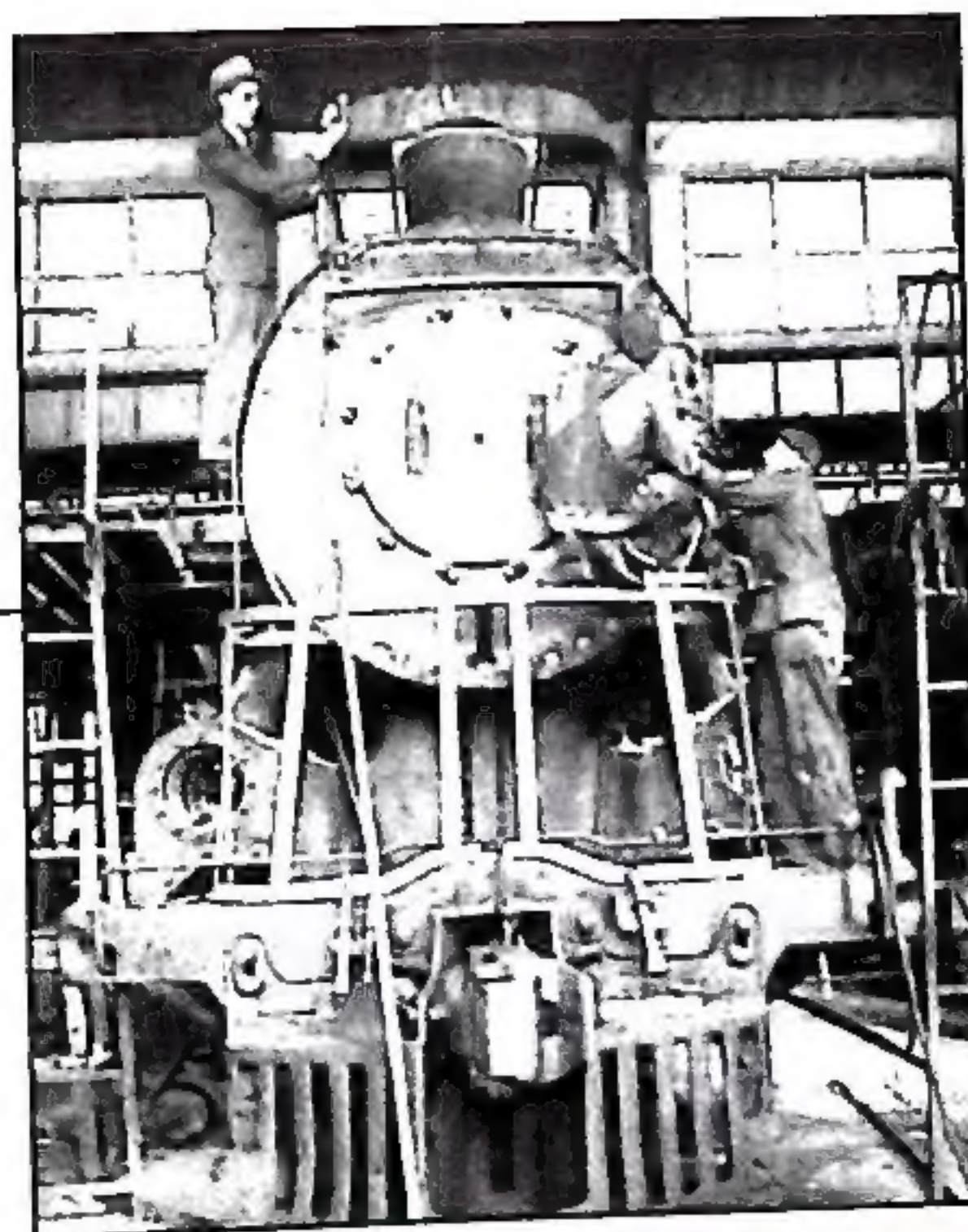


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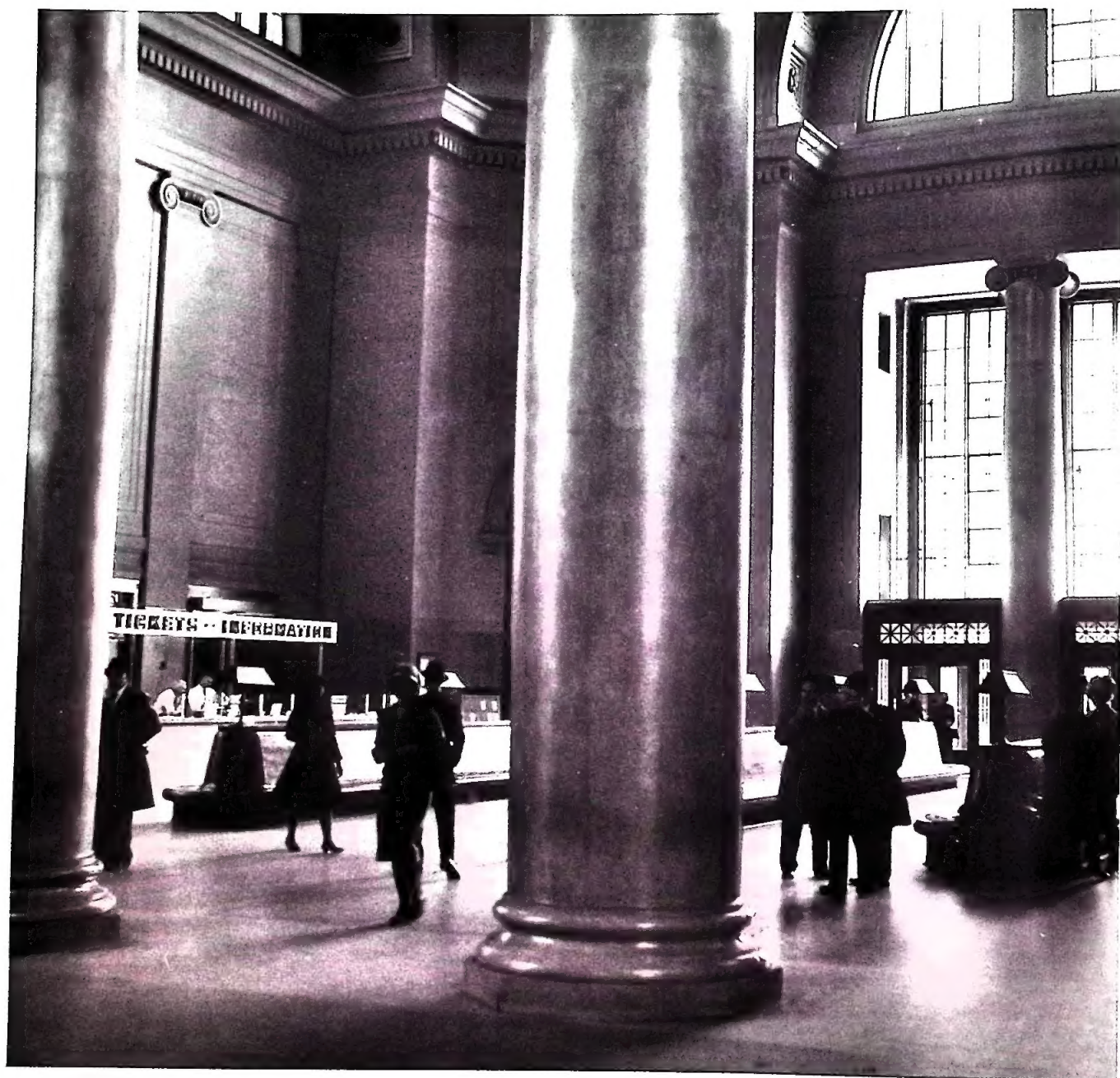


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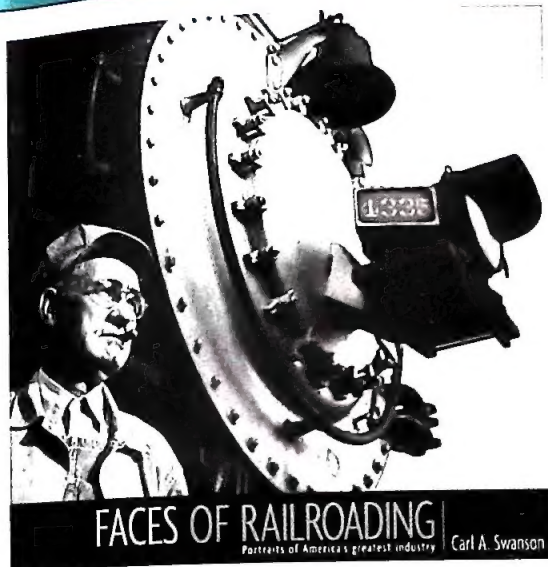


Jeffersonian grandeur in Richmond

John Russell Pope, architect of the Jefferson Memorial, may have had the third President's Virginia home, Monticello, in mind when he designed Broad Street Station in Richmond. Certainly there's a resemblance among the three buildings, with their domed central spaces and columned porticoes. A joint project of the Richmond, Fredericksburg & Potomac and Atlantic Coast Line, Broad Street opened in 1919. Beyond the grand head building (which also housed RF&P's general offices) and below the concourse were seven through platform tracks. The station was located off the main line, so trains reached it by means of a wye

and loop track—an arrangement that enabled all trains, regardless of destination, to pass through the terminal headed in the same direction. This elegant pattern was diluted in 1959 when ACL rival Seaboard Air Line moved in from old Main Street Station (also used by C&O, which remained). While this put the great majority of Richmond's trains at a single station, it required the SAL trains to back in or out. Broad Street's size and out-of-the-way location made it an early candidate for rationalization by Amtrak, which moved to a new mainline facility in 1975. Today, as a science museum, Broad Street is a destination, not a station. **1**

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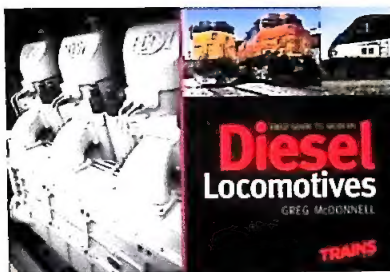


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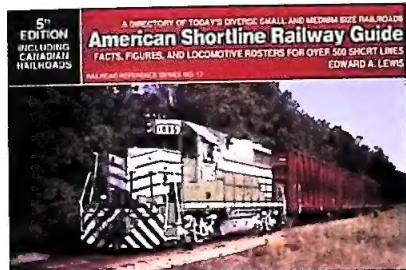
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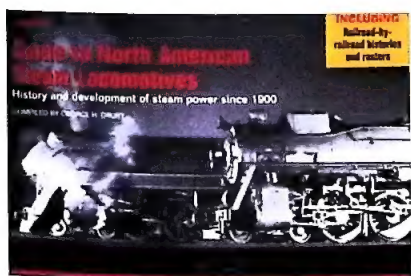
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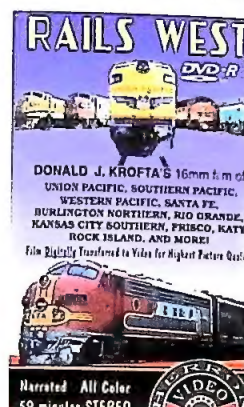
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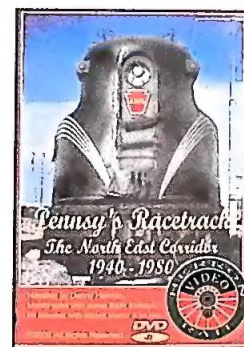
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